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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts... \$7.25
Per doz. pints... 4.65
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Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.
**JOSEPH
GILLOTT'S
PENS.**
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[91a]

No. 14,446 號陸十肆百肆千肆萬壹第 日壹十月陸年十叁緒光 HONGKONG, SATURDAY, JULY 23RD, 1904. 陸拜禮 號壹拾月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

**WATSON'S PRICKLY
HEAT LOTION**
IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

**A. S. WATSON & CO.
LIMITED,**
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1351]

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PRICE \$11.00 PER DOZEN

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"SPECIAL BLEND" WHISKY
Bland
Selected
Distillations of the
Finest Scotch Whiskies

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SIEMSEN & CO., Hongkong. [a145]

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We are Sole Agents for the following:-
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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Stock. First-class workmanship guaranteed in
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kung, 14th August, 1903. [a1451]

THE AMERICAN SYSTEM

DENTISTRY
Dr. M. H. CHAUN.
37, DES VOUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [a1451]

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [a159]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agents:-
CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserver of Ginger Pickles.
CHOW LEUNG YEH, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1387]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a149]

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.

Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
For terms apply—
B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [1621]

**KODAKS,
FILMS,
AND ACCESSORIES.**

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a138]

AQUARIUS.

AQUARIUS SPARKLING MINERAL TABLE WATER
(made from Pure Treble Distilled Water).
AQUARIUS SILENT WATER.
AQUARIUS TONIC WATER.
AQUARIUS BELFAST GINGER ALE.
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AQUARIUS LITHIA WATER.
AQUARIUS GINGER BEER (Stone Bottles).
Telephone No. 75.



THE AQUARIUS COMPANY,

GENERAL MANAGERS,

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD.

Hongkong, 15th July, 1904. [a35]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MAIL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLENDED WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C. P. & Co.'s INVALIDS' PORT

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

DOURO PORT,

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A true, full, and fruity wine.

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A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

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MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

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Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

Contracts for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOS-CEMENT Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 338.

Hongkong, 1st May, 1904. [a1153]

PO CHEUNG & CO.

昌寶

14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

A MOMENT'S NOTICE.

TELEPHONE 460.

Hongkong, 22nd July, 1904. [a1708]

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a333]

**THE OLD
FAMILIAR BEVERAGE
STONE GINGER-BEER.
YCLEPT "POP."**

HOME

BREWED



WATKINS LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING.
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

W. BREWER & CO.

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NEW BOOKS AND NEW EDITIONS.

Academy Pictures; Complete Volume ... \$8.00
Cunningham's Dock Engineering ... 25.00
Sutton's Marine Engineering; Latest ... 17.00
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Navy and Army; Volume 15 ... \$15.00
Wide World Magazine; Vol. 12 ... 4.60
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The Co-ee Reciter ... 1.80
Guide to the Dutch West Indies ... 1.50
Japanese Physical Training ... 3.90
Advanced Bridge, by Ellwell ... 4.60
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NEW STOCK.

PHOTOGRAPH SCRAP ALBUMS FOR PASTING

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SLIP IN SCRAP ALBUMS.

SETS OF TENNIS COMPLETE IN A BOX

INCLUDING NET, STANDARDS, BALLS, &c.

TENNIS NETS.

SLAZENGER'S E. G. M. RACKET.

SLAZENGER'S DEMON RACKET.

SLAZENGER'S BEST TENNIS BALLS.

WISDEN'S AND FARRISTON'S CRICKET GOODS.

THE FAY SHOES TYPEWRITER. [a23]

THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a5]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [a34]

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO. [a5a]

HOTEL PRINZ HEINRICH

AND STRAND HOTEL,

TSINGTAU.

THE Tsingtau Hotel Company is now

erecting a new Bathing Hotel on the

beach of the Augusta Victoria Bay at Tsingtau.

It will contain 45 suites of rooms, consisting

of sitting room, veranda, bedroom and

bathroom, lighted throughout by electricity.

Its situation in the immediate proximity of

the beach will make it specially suited for the

residence of ladies and children, while the

splendid Marine Band and the pretty

surroundings of Tsingtau will contribute to the

pleasure and recreation of all visitors. The

absence of the native element is a striking

feature of Tsingtau, not met with at any other

place in China.

The Hotel will be opened on the 1st of June.

An Omnibus will meet every steamer to carry

passengers and luggage to the Hotel.

Informing Visitors to either the Hotel Prinz

Heinrich or the new Strand Hotel are respect-
fully requested to send in early applications for
rooms to
THE MANAGER,
Hotel Prinz Heinrich, Tsingtau.
Tsingtau, 28th May, 1904. [a1440]

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARNER,

Proprietor. [a1362]

ITALIAN VERMOUTH

The only Reliable Brand is

MARTINI ROSSI

SUCCESSOR

MARTINI SOLA & CO.

AGENTS—

F. PRICE & CO.,

12, Queen's Road Central

INSURANCE

THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

A MONG others are the following:

(1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.

(2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.

(3) Liberal Paid-up Policies, Surrender and
Loan values.

(4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.

(5) Exceptionally liberal conditions for
payment of premiums in arrears.

(6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.

[a1612-5]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Room, Billiard and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by

machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager. [a149]

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a144]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

INTIMATION

S. A. WATSON & CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED
WATERS

IN THE FAR EAST.

The Manufacture of our AERATED
WATERS is conducted under constant
European expert supervision.THE MACHINERY in use embodies every
improvement up to date.The most perfect scientific system of filtration
is employed.

By which means we have attained

PERFECTION OF QUALITY

AND

ABSOLUTE PURITY.

OUR WATERS being acknowledged by the
leading English Manufacturers as equal to their
best productions.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and address
with their communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of THE PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pines. Codes: A.B.C. 5th Ed.
Liber's
P.O. Box, 33. Telephone No. 12

BIRTHS.

On the 11th July, at Tientsin, the wife of H.
Schmitt, of a son.
On the 10th July, at Shanghai, the wife of P.
B. Dennis, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23RD JULY, 1904.

The Japanese persecutions—we had almost written "persecutions"—of foreign newspapers in Japan are making the officials concerned look somewhat ridiculous. Such of the reported cases as we have studied afford no clue to the object of the persons laying the information. But that the insinuation were unkind, we might suggest that the public procurators had for motive nothing more worthy than a desire to emphasise their own patriotic zeal. Abandoning that possible theory, however, there remains little doubt that these gentlemen have greatly misunderstood the nature of the duty required of them. The very proper and eminently reasonable object of the embargo laid upon the journalists of Japan was that of making sure that the enemy should obtain no information likely to assist it in its operations against the forces of the Government making the order. To that end, the war correspondents were rusticated, and quite excusable, no matter what they say themselves—and greatly detained in the chrysanthemum country. In South Africa, impelled by the clamant cables: "Copy. Why no copy? Send copy," the correspondent busied himself, and in the inevitable intervals between actual happenings, turned his attention to the things to come. The initial steps of pregnant movements were recorded, and found their way, as in these days of telegraphy such things will, to the Boers. So in many cases elaborate and careful plans were made to "gang agley," and the world learned a lesson that England for

one will doubtless profit by, and that Japan has already acted upon. So far, so good. Japan's action, in view of her almost painfully obvious desire to placate outsiders, and secure their sympathy, was a courageous one, evoking admiration in many quarters where there would have been greater hesitancy in taking such a bold step. To further the same objects, Regulations were issued at Tokyo, giving power to the authorities to deal with such newspapers as even then might manage to get hold of information better left unpublished. Any paper in Japan exposing a possible weakness on the Japanese side, or publishing a hint as to dates and so on of future movements, could, under those Regulations, have been disabled for further mischief. So far, nothing of the kind seems to have occurred. The procurators, finding these novel powers in their hands, have, it would appear, experienced the yearnings of a schoolboy with a new pocket-knife, and to have looked about them for something to cut. The *Kobe Chronicle* is one of the journals that have dropped in for the official whittling, and we may take its case as typical of the rest. The item for which Mr. Youso, its editor, was punished, dealt entirely with the past tense. It said the advance on Port Arthur had been resumed; that a despatch had come to say the army had captured a position, after hard fighting and great gallantry; that so many persons were wounded on both sides; and that certain arms were captured. That, and no more. If it had been a Japanese reverse, and the Government had desired its people to be kept in that ignorance which is officially considered bliss on such occasions, we could have understood the complaint; but there was no suggestion of its being improper knowledge in Japan. It was with distressing seriousness alleged that, while the item had been published outside in more meagre form, this gave details that would benefit Russia, and the Court would not accept the Editor's opinion that the Russians must have been in possession of them before he was. Considering the fact that communications were effectually blocked between Port Arthur and the Russian land forces, it is quite possible that the Japanese Court was right, and Mr. Young wrong. But what then? General Kuropatkin had been told often enough of Port Arthur's evil case, and the fact that its besiegers had gained one more stride in its direction could make no difference. The Court in its judgment said: "The object of the War Office Order is to protect important war secrets from being disclosed. The statement in this case relates to the movements of the Imperial Army in the direction of a force of the enemy then under siege and isolated at the time of publication. It therefore comes under the purview of the War Office Order in question." That word "therefore" indicates, however, that it was the Port Arthur defence forces to which these details were "secrets," and not the troops in the north which might, learning them, hasten to her relief. Is it flattering to the intelligence of the Court to point out this, that it supposes the very party attacked not to have known about it? It seems to us quite otherwise, and of a piece with the gravity with which the Court agrees to return, "in accordance with Article 202 of the Criminal Code," an old copy of the *Chronicle* that had had to be for a time withheld from its presumably agonised and yearning editor and owner.

There is a story going to the effect that Russia, by claiming all the unclaimed deposits in its national savings banks, hopes to gain a hundred million roubles for its war chest.

The sum of 20,000 yen in Japanese gold was sent to Hongkong by a French steamer on July 4th, and 50,000 yen was exported on the 15th inst. to Hongkong by the *Coptic* through a Chinese merchant at Yokohama.

In the course of the hearing of a case yesterday in the Summary Court the European plaintiff, who was claiming damages for non-return of clothes from a Japanese laundry, put the value of a white shirt at 8s. The Judge wanted to know if he meant 8s a dozen!

In the Summary Court yesterday Captain Morlin, of the s.s. *Charles Hardwin*, was sued by a steward for 81s for wages. Mr. Justice Sercombe Smith held the defendant had nothing to do with the taking on of the servants—this being done by the Company—and he accordingly dismissed the case.

A small fire occurred at the Australia Boarding-house, situated near Central Police Station, on Thursday at about 10 p.m. Though the Brigade turned out, their services were not required. The conflagration was confined to the ground floor, and started, it is understood, with the falling of a lamp. Damage done is estimated at \$90. The premises are covered by the Union Insurance Co. for \$6,000.

Yokohama is shortly to have another club, an international one.

Japanese casualties up to the 9th instant were counted at 1,355.

Another Chinese died of plague during the previous twenty-four hours.

An electric tramway between Yokohama and Kanagawa was opened on the 10th instant.

The foreign residents at Nagasaki are subscribing to have gas installed in their public hall.

The *Springfield Republican* is publishing columns of names of people who have signed petitions for the granting of Philippine independence.

The advances to the Japanese Government by the Central Bank of Japan have now, says the *Nagasaki Press* of the 10th inst., reached a total of 65,000,000 yen.

The former chief of the Agricultural Experiment Station, Yamagata, Japan, charged with fraud, peculation, and subornation of perjury, has shot himself.

The Japanese of Kobe have already arranged a programme of fourteen items to celebrate the fall of Port Arthur. They have fixed the cost at about a thousand yen.

Telegraphing on the 17th instant to the N.C. *Daily News*, the Tokyo correspondent of that journal says "Things have been dull of late." What a blasé man he must be.

Referring to the Chefoo telegrams in Shanghai papers, the *Chefoo Daily News* calls them "senseless," and says they "show the long ears" of those who write them.

M. A. Novion, one of the old-time Commissioners of Customs in China, died at Nice on the 13th of May last at the age of 67. He left China some four years ago.

A man rode to the summit of Snowdon, Wales, in a motor car on the 26th May last. On the higher gradient his engine worked at seventeen hundred revolutions a minute.

One European and two Chinese members of the crew of the C. N. S. *Shanghai* were suffocated on entering the ballast tank to clean it. Two others, who were rescued, are in the Shanghai hospital.

Mr. George E. Anderson, newly appointed U.S. Consul at Hangchow, is due to sail from San Francisco by the P.M.S. *China* on the 6th prox. He has been connected professionally, up to his appointment, with the American press.

Mr. Motojima Tano, of Shinsenya, Shiba, Tokyo, is reported to have purchased the *Fedai*, formerly a man-of-war belonging to the Chinese Navy Squadron. The vessel, according to the *Japan Advertiser*, arrived at Yokohama on June 30th.

The Harvard Club of Japan has been presented with a bronze statue of John Harvard, the founder of the University. The donors are Dr. Harris Kennedy of the Class of '94 and his brother Sinclair Kennedy, of the Class of '97, who have recently visited Japan.

The death took place at Aldershot recently of Major William Paton, R.E.A., who distinguished himself in the Afghan War of 1879-80. At the battle of Maiwand, when the 66th Regiment was cut up, Paton was a sergeant in the Royal Artillery, and after all his battery officers had fallen, took command and succeeded in saving the guns at the most critical moment. For this he took his D.S.O.

Thus the *Pochoo Echo* on the 10th instant—
Lives of some real "rags" remind us
That there may be luck sublime,
Editorial staffs behind us
Giving new news every time.
Lives that our poor little Echo,
Struggling o'er the local map,
With its Echo merely Echoes,
Echoes over and again.

The German mail steamer *Roos*, which arrived here yesterday morning, encountered the full force of the typhoon when a hundred miles out of Yokohama. The vessel headed seawards, and weathered the gale with little or no damage, some inconvenience being caused, however, by the rolling of the steamer, which was lightly laden. Among the passengers on board was Marquis Ito.

"Don't you think, Mr. Wu," said the *Chefoo Daily News* reporter to Mr. Wu Ting Fang, "that in any event Russia will have a right to insist upon a Manchurian port as an outlet to her great railway?" Learning over on his elbows, like a fellow whose four aces have just been called, he said: "Now, who asked Russia to build that railway, anyhow?"

The N.C. *Daily News* learns that as the result of the argument in chambers in the action brought by the owners of the junk *Ling Lee-yuen* against the China Navigation Company, for damages caused in a collision between the junk and the C. N. S. *Ichang*, Sir Hiram S. Wilkinson awarded the plaintiffs \$12,000 damages and costs. The expert evidence of Capt. J. P. Roberts was that the only thing of value on the junk was her masts.

On April 1st the Japanese announced that after the expiry of six months the import duty on tobacco would be one hundred per centum ad valorem. On the same day the Tobacco Monopoly Law reserved for the Government, after three months, the right of importing tobacco. This has meant heavy losses to importers, who are now told that the new duty announced applied only to private consumers who might, with Government permission, import tobacco for their own use.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

HOME RULE FOR TRANSVAAL.

LONDON, 22nd July.

The Rt. Hon. Alfred Lyttelton to-day announced the intention of the Government to grant a representative government to the Transvaal next year.

THE ADVANCE ON LHASSA.

LONDON, 21st July.

After forcing the Karopa Pass, our expedition has encamped at a point 92 miles from Lhasa.

[REUTERS' SERVICE.]

FINANCE BILL PASSED.

LONDON, 20th July.

The Finance Bill has passed through committee after a twenty-five hours sitting.

S.S. "CHINA" LOST.

The East Asiatic Trading Co. kindly inform us that they have received a telegram from their agents in Vladivostok saying that the s.s. *China* has met with an accident up North, and is lost. All of the crew, excepting Chinese, were saved. The Company cannot tell us the nature of the disaster. They do not know, in fact, whether the ship was blown up or not. She left Hongkong for the north in ballast on the 22nd ult. The *China* is a steamer of 1,271 tons net. She was built at Flensburg in 1884. Her agents were the Chineseische Kustenfahrt Ges. of which Messrs. Menzell & Co. are managers. The vessel sails from Hamburg.

ST. JOSEPH'S COLLEGE.

WINDING UP THE SESSION.

Last evening the pupils and past pupils of St. Joseph's College gave a recreative soiree at the College in Robinson Road. There was a large attendance over which the reverend Director Brother Joshua, presided. The ceremony marked the opening of the summer vacation, which lasts until 1st September. The reason of the holidays being so late in the season is that a number of the scholars were preparing for the Oxford Local Examination, and rather than keep these boys at work when the others were on vacation the whole of the pupils were kept at lessons until the Oxford Examinations had been got over. It may be mentioned that among the boarders are boys from such far-distant parts as Siam, French Indo-China, Swatow, Amoy and Canton. During the recess the scholars from these places mostly return to their people, so that to-day there will be many leave-takings by the boys of their beloved teachers. His Excellency the Officer Administering the Government, Mr. P. H. May, C.M.G., and Mrs. May were unable owing to a previous engagement to be present. The entertainment provided by the past and present pupils was most enjoyable, and was very much appreciated by the audience. The orchestra was as follows:—1st Violins—Messrs. F. Gonzalez, E. Lopes, J. M. S. Rozario, and A. M. S. Rozario; 2nd Violins—Messrs. C. M. S. Alves, A. A. Remedios, jr., H. Remedios, L. Ribeiro, and F. B. Silva; clarionets—Messrs. S. F. Pinna, J. Baptista, and A. A. Alves; flutes—Messrs. J. D. Osmond and F. X. V. Ribeiro, jr.; viola—Mr. G. Lopez; cornet—Mr. A. J. Rodrigues; horns—Messrs. P. J. Rodrigues and L. L. Xavier; euphonium—Mr. A. E. Osmond; trombone—Mr. M. A. Vas; violoncello—Mr. P. A. Rozario, jr.; bass—Mr. P. N. Sequeira; accompanist—Mr. O. Baptista. The programme was as follows:—

PART I.
Wake Walk and Two Step "Smoky Mokes" Holzmann
Societade Philharmonica.
Song "Little Drummer"
Master C. Lopes.
Mandoline Solo "La Paloma" S. Yradier
With Guitar accompaniment.
Master J. Fonseca and M. Rocha.
Song "Ching-a-Ling"
Masters J. Garcia and A. Gibson.
Comic Song and Step Dance "Down by the River Ohio"
Mr. Goulburn.
Violin Solo "Obertas in Wienawsky"
Mr. F. Gonzalez.
Sketch "Faust" Master C. Sequeira
Richard Keady Master E. Lopes
John Gay (a deaf gentleman) Master G. Alves
John Cio (a countryman) Master F. Laurel
Daniel Flinn (an Irishman) Master L. Ribeiro
PART II.
Selection "Faust" Ch. Gontod
Societade Philharmonica.
Song "The song that reached my heart" Jordan
Mr. J. Souza.
Violin Solo "Broken Melody" by Augustus van Biene
Master L. Ribeiro.
Comic Song "Ain't that a shame" Selected
Mr. J. Rozario.
"The Spouting Legacy"
Ursino Jacopo Mr. J. M. C. Lopes
Jeremiah Jacopo (his nephew, an Englishman) Mr. F. L. Barnes
Rimadini (young Corsi) Mr. A. O. Barradas
Leon Mr. L. E. Remedios
Brigadier of Gen's arms Mr. C. M. Soares
Carbimbers Mr. H. Camdos
Vale Lento Mr. C. Franco
Societade Philharmonica.
Recitation "The Schoolboy's Valediction" (Original)
Master M. Rozas.
"God Save the King."

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

ALL WELL THAT ENDS WELL.
THE "MALACCA" RELEASED.

LONDON, 22nd July.

It is reported that the P. & O. steamer *Malacca's* release has been ordered. General satisfaction is expressed.

ANOTHER RUSSIAN REVERSE.

LONDON, 22nd July.

It is reported from Moscow that the Russian left (or eastern) force has been repulsed by the Japanese, who are now marching on Mukden.

[The original message was ambiguous, and, indeed, could be read in two ways. In its bald telegraphic and unpunctuated form it runs: "reported moscow Russian left repulsed Japanese marching mukden." Which, it is obvious, could also have been rendered "Russian left has repulsed the Japanese and is marching on Mukden." It is so unusual to have a bald report of a Russian reverse from a Russian source, that we had but little confidence in presenting the message as it stands. The Russian "left," however, was the force last reported near Mukden, and so we conclude that it is the Japanese right, hailing from the north of Saimachi, which is now, after another score, pushing on Mukden. Still, the use of the word "repulsed," applying strictly speaking to the invaders, and the place of origin, Moscow, are enough to cause doubts.]

"PAKING" REPORTED SEIZED.

LONDON, July 21st.

The China Mutual steamer *Paking* is reported to have been seized in the Red Sea.

WAR RISKS.

LONDON, July 21st.

The "war risk" insurance charges have risen to ten guineas.

RUSSIA DEFIANT.

LONDON, July 21st.

Russia is assuming a defiant attitude toward the British representations.

[REUTERS' SERVICE.]

BRITAIN BOUND TO INTERFERE.

LONDON, 20th July.

The Foreign Office at St. Petersburg states that the *Malacca* will be taken to Sebastopol for trial. The newspapers continue an indignant outcry and demand immediate action. The Government declares that Great Britain, as Japan's ally, is bound not to permit Russia to increase her resources for injuring Japan by infringing the neutrality of the Dardanelles.

THE RUSSIAN SUBTERFUGE.

LONDON, 20th July.

The *Malacca* has arrived at Port Said; the passengers have been transferred to the *Marmora*, outward bound; the crew has been landed. The Captain has sailed for Brindisi to report the circumstances to the authorities in London. Pending reference to Cairo, Port Said has refused an application to coal and water the *Malacca* to take her to Cherbourg. The *Smolensk* and the *St. Petersburg* passed the Canal as well as the Dardanelles under the commercial flag. Great Britain is strongly protesting to Russia with reference to the *Malacca*, requesting her immediate release; and adding that the most serious situation is involved.

WAR ITEMS.

LATE TELEGRAMS.

Tokyo, 17th July.—Three successful skirmishes slightly to the east of Liaoyang and north of the Liaoyang highroad are reported. The Japanese damage was slight, and some captures were made. The situation on the Liaoyang highroad is unchanged. It is reported that our army has proceeded to a point 7½ miles from Liaoyang and cut off General Kuropatkin's retreat. Chefoo, 17th July.—A traveller from the North states that on Friday last heavy firing was intermittently heard in the direction of Tashichiao. (N.C. *Daily News*).

THE "SADO-MARU."

The *Sado-maru*, which was one of the transports recently torpedoed by the Vladivostok Squadron, was docked on the 11th inst. at the Mitsui Bishi Yard, Nagasaki. The steamer has a large hole in her side amidships as the result of the torpedo.

MINE LAYING.

An interesting point is raised by Admiral Sir A. de Horsey apropos the sinking of the Japanese battleship *Hatsuse*, by a mine ten miles from land. In a letter to the *Times* he quotes Vattel as to the open sea being the common property of all nations, and argues that the laying of mines beyond territorial waters would seem to be not only inhuman, but a breach of international law and practice. Sir A. de Horsey puts the case in a striking way when he asks:—Is it conceivable that if England were at war with another nation we should be justified in endangering the ships of all neutral nations navigating the English Channel by placing destructive mines in that highway—beyond our territorial waters?

THE ENGLISH PRISONERS.

On the authority of the *Harbin Daily Reporter* of the 20th ultimo, it is stated that four railway carriages with the prisoners taken from the *Sado-maru* and *Izumi-maru* arrived at Harbin on the 26th ultimo. Twenty-three officers (presumably including ship's officers) and four Englishmen were brought in a first and second class carriage, while two third-class carriages covered with iron netting were filled with seamen. The Russian authorities, it is stated, are treating the prisoners kindly, supplying food, tobacco, and soap, and preparing baths for them. They are allowed to take exercise. The names of the prisoners are given, but most of the Japanese names are unintelligible. The foreigners are all of the *Sado-maru*, their names being:—Captain Anderson, Mr. Dring, Chief Officer, Mr. Kerr, Chief Engineer, Mr. Carmichael, Second Engineer, Lieutenant-Colonel Sokura and four railway officials named Yano, Kobayashi, Ogi, and Nakamura appear to be from the *Sado-maru*.

JAPANESE GENERALS.

Among others, the *Kokumai* speaks with pride and confidence of the four Generals to whom the direct leadership of the Japanese forces in the field has been entrusted—General Kuroki, General Oku, General Nogri, and General Nozu. All these are tried men. They have been before the country in the capacity of able leaders for the past thirty years, and the Japanese nation trusts them absolutely at this crisis of its destiny. As for Field-Marshal Oyama, the Tokyo paper remarks that though the sphere of his duty is confined to Manchuria, his every movement affects international relations, and he is cautioned not to be satisfied with the success of defeating the enemy or taking prisoner its commander. Marquis Oyama has experience and popularity, and is one of the most civilised soldiers of Japan. General Kodama has strategic genius and the faculty of rapid decision. It is needless to say that their staff consists of picked officers, but Japan is not left deficient in military talent. The Manchurian Headquarters staff is composed of half the main brain of the Japanese army.

PRESSING IN.

It is learnt that the Japanese have already occupied Hsuan-tai-tsun on the west side of Port Arthur, says the N.C. *Daily News* Tokyo correspondent on the 19th inst.

TOGO THE TRUTH-TELLER.

The Japanese accounts of their successes have all along been so moderate in tone, and have so scrupulously avoided exaggeration, that it is certain Admiral Togo would not make the statements he does without justification.

NOLINS VOLENS.

It is reported by a news agency that the Russian Minister in Peking has lately notified the Chinese Foreign Office to the effect that Russia will shortly evacuate the localities west of Liao river, which had been occupied by the Russian troops since the outbreak of the war. These localities include Sin-ming-tung, Ken-pang-tsz, Kinchow, and some other places.

ALERT FOR BLOCKADE RUNNERS.

Our special war correspondent has sent us two telegrams from Chefoo to-day, says the *Shanghai Mercury* on the 14th inst., according to which the Japanese are keeping a strict watch over vessels coming and going out of Chefoo. No junk from Port Arthur have arrived there, and it is evident from this fact that they are keeping a strict watch there too. As we expected, there is no confirmation or further news of the great action wherein the Japanese casualties were 28,000.

NOT WAR MATERIALS.

The British steamer *Challenger*, which left Otaru, Hokkaido, on the 28th ult. for Fusan with railway materials for the Seoul-Fusan Railway Company, was reported, the other day, to be missing. According to telegrams received at the branch office at Hokkaido and Yokohama from the head office in England, she was captured by Russian warships and taken to Vladivostok, on the 6th inst. She had 3,000 railway sleepers and 12,000 feet of lumber (valued at yen 35,000). The tonnage of the vessel is 3,700.

THE ELECTRIC TRAMS.

Yesterday afternoon representatives of the various local newspapers were taken out for a ride in an electric car. The car, or cars would be more correct, for there were two (one of the open pattern and one of the semi-open pattern), started from Arsenal Street and ran to very near the terminus of the line at Shaukwan, taking about 45 minutes to cover the distance. One car was driven by Mr. Gray Scott, manager of the Hongkong Tramways Electric Co., and the other was driven by Mr. Cause. Included with these present, not counting the Press representatives, were Messrs. B. Shawan, Fung Wa Chiu and H. Hackwood, resident engineer of the Hongkong Tramways Electric Co. The trolleys did not jump the wires at all, and the cars climbed up the slight inclines without any difficulty. On the return journey, however, there was a slight breakdown at Causeway Bay, but after a minute or so the car went ahead as before. The outing altogether, that is from Arsenal Street to Shaukwan and back to the car-shed, lasted about an hour and a half.

SPORT AND PASTIME.

Entries for the Gynkhana close at 6 p.m. to-day at the Hongkong Club. As an outline of the events has already appeared in the *Daily Press*, and as they are fully particularised in the advertisements to-day, there is no need for me to do more than express a hope that the entries will be numerous, and that a successful Gynkhana will be the result.

Mr. W. Ingalls' *Edgemoor* the other day did the 1-mile in 1 min. 40 sec., last 1-mile in 30 sec. *Persistance*, with Mr. Gillingham up, shaped very well. *Arcturion*, belonging to Lieut. Gaskell, R.E., or *Chantiqua*, owned by Lieut. Cooper, E.E., ought to win one of the non-winners' events. Mr. E. Howard's *Teddy*, which stood a good chance of carrying off an event, has fallen lame again and is consequently out of it. The big event, of course, is the Gynkhana Club Challenge Cup, and my favourite for this is Mr. G. K. H. Brutton's *Little Mon*. Mr. J. P. Jordan's *Modesty* may have a chance of pulling off the mile flat race for ponies that have never won a race, though, indeed, Mr. Gillingham's *MacRaven*, R.N., came out on top in the "MacRaven" Cup, and Mr. W. D. Kraft "scouted" the pool.

The weather during the past week has not been favourable for golf or tennis, and there has been very little doing. The tie in the "Bogey" Competition, T. S. Forrest v. J. Johnston, resulted in a win for Mr. Johnston. Dr. Mowatt, R.N., came out on top in the "MacRaven" Cup, and Mr. W. D. Kraft "scouted" the pool.

The Kowloon Bowling Green Club continues to work off its second rounds, which have to be finished before the end of the month. Bowls, like billiards, it would seem, is a game in which grey hairs are not at a discount. There are some old gentlemen at Kowloon who beat almost all comers. They have the reputation of knowing by sight every blade of grass on the green.

Entries for the Water Polo Shield close on the 25th inst.

The V.R.C. Aquatic Carnival to-day ought to be a particularly pleasant function, if only the weather keeps dry. I might mention that a secretary's launch will leave Black Pier at 3:30 p.m. to convey members and spectators to the Club premises. Ladies are invited.

The Civil Service Cricket Club have embarked upon their Bowls Tournament. The improvements they are making at their ground at Happy Valley are extensive. Two of the quait bowls are being moved further seaward to extend the bowling green.

The programme for the Volunteer Promenade Concert, to be held at 9 p.m. on Wednesday next, is a very good one. The band of H.M.S. *Ocean* will open and close each half with a selection. An open-air concert will be quite a novelty.

The Craigflower C.C. Tennis Tournament is still in progress, but the ground was too "sloppy" during the past week. The third round is not yet completed.

The Polo Ground will be opened on the 1st prox.

Hongkong is remarkably free from the yelping curs that make life hideous in many Far Eastern towns. The Chinese Chow is the most prominent canine specimen in these regions, and I've an idea there are many worse dogs than he. A well-trained Chow will "tackle" any dog in creation, and one Chow within my knowledge "licked" everything he met till he felt foul of a bulldog at the Kowloon Decia.

I notice that the Indian soldiers at Kowloon practice hockey and football almost every evening after sundown. They ought, as usual, to easily win the Hockey Shield next season.

On Thursday last the Royal Garrison Artillery played the Sherwood Foresters at water polo, at the V.R.C. premises. The R.A. won by 6-0. Members of the V.R.C. played a "pick up" practice game on Wednesday.

OMPAX.

THE PLAGUE IN FORMOSA.

The latest Consular report from Formosa respecting the plague epidemic in the island shows no apparent diminution in the number of cases, up to May 31st, one in every 800 of the population being infected with the disease. The last report showed that from the outbreak in January to the 15th May, 2,993 cases were reported, 2,052 being fatal. From the 16th to the 31st May the number of cases was 378, and deaths 446, bringing up the totals to 3,371 and 2,498 respectively. Tainan Ken is still the centre of the plague, 329 cases being reported in the town of Tainan and 265 deaths. The disease is also rampant in Taihoku Ken, as during the fifteen days fifteen cases and twelve deaths have occurred in Taipei, and ten cases and three deaths in Keelung.

A peculiar story comes from Meilly, near Dijon, where a wealthy octogenarian died and was buried next day, dressed at his own request in his everyday clothing. After the funeral, his only son made a search for his money, but could find only a few francs. Thinking this strange, and remembering that his father liked to carry his valuables about him, he asked the authorities for an examination order. This was granted, and the coffin was opened and the body searched, when several securities and bank notes to the value of many thousands of francs, while all the pockets were crammed with gold coins.

SUPREME COURT.

Friday, 22nd July.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

ACTION FOR DELIVERY OF SHARES.
In the matter of *Wong Tat Hing ex parte* Wong Hoi Shan the Court took up the adjourned hearing of the application by the Official Receiver (Mr. Bruce Shepherd) for the surrender of 15 shares in the Union Insurance Society of Canton, Limited, by Li Chang Chow. Mr. H. E. Pollock (instructed by Mr. F. B. L. Bowley, Crown Solicitor), appeared on behalf of the Official Receiver. Mr. M. W. Slade (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes and Master) appeared for Li Chang Chow. This was a case for the recovery of certain shares alleged to have been deposited with Li Chang Chow as security for a loan.

Mr. Pollock, not having been registered in the name of Li Chang Chow, were all the property of Wong Tat Hing, and therefore should be included in the assets for distribution among the creditors. The power of the bankrupt was vested in the Official Receiver, who, therefore, could dispose of the shares. After arguments as to whether Li Chang Chow could be legally deprived of his security, the Chief Justice said: "Supposing A was a trader and went to a bank and said he wanted to borrow \$1,000, offering to leave as security \$1,500 worth of shares in the Union Bank, together with a blank transfer. He believed that was almost a daily transaction. The Bank would not know the trader's financial position—they would know he was a trader, but would not know that he was about to commit an act of bankruptcy. If, then, the trader, a day or a week later, committed an act of bankruptcy, was the bank's position secure? Could the bank be forced to hand over the documents to the Trustee?"

Mr. Pollock thought that they could. In this case, however, he contended that there was a prior act of bankruptcy.

The Chief Justice said that was distinct, of course. It seemed peculiar that the man should go bankrupt one day after the loan was effected. From the evidence of Li Chang Chow, however, he was bound to say that he did not think that Li Chang Chow was a party to the fraud.

Mr. Slade submitted that sub-section 4, section 42 of the Bankruptcy Laws covered the transaction, and that Li Chang Chow was entitled to retain the shares.

Mr. Pollock pointed out that Li Chang Chow had no title, and nobody was recognised as a shareholder by the Company unless they were registered.

The Chief Justice remarked that supposing a man went to the bank, borrowed money on the depositing of some shares and did not go bankrupt—could he go to the bank and demand his shares back without repaying the money he had borrowed? The bank held certain rights.

Supposing he went bankrupt after the loan, the question then arose could the trustee demand from the bank the scrip? They would reply that they were deposited as security and would decline to give them up. Was the Trustee's position legal?

Mr. Slade stated that an equitable creditor was a secured creditor under the meaning of the bankruptcy laws.

Mr. Pollock proceeded to quote the law on the subject, and announced that he was referring to the Old Ordinances.

The Chief Justice referring to the New Ordinances said they were the "sole and only" ones, but they were the same.

Finally, the case was adjourned to allow of the following point being decided:—Assuming that Li Chang Chow had no knowledge or notice of any available act of bankruptcy on the part of Wong Tat Hing on March 4th, 1903, when the money was advanced on the security of the depositing of the shares, does the doctrine of the depositing of the shares, does the doctrine of the relation of the Trustee to the bankrupt validate the transaction, if it was bona-fide on the part of Li Chang Chow? It is to be assumed that Wong Tat Hing committed an act of bankruptcy in February 1903, prior to the act upon which the petition was founded.

The case was adjourned till to-day.

POLICE COURT.

Friday, 22nd July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

COUNTERFEIT COIN.

A man charged with unlawful possession of opium was found in possession of nine 20-cent bits and 81-piece counterfeit coin. Defendant said he got the money in change at a town in Chinese territory. He was fined \$50 and six hours' stocks or two months' imprisonment and six hours' stocks.

THEFT FROM STEAMER.

A coolie employed at the Kowloon Docks was charged with stealing a pair of boots from a steamer in dock. He was sentenced to 15 days' imprisonment and six hours' stocks.

LARCENY FROM A CLUB.

Three Chinese servants were charged with larceny from a Club, where they were employed, situated at No. 11, Taipingshan Street. The stolen goods were found at a house in West Street. The defendants were each sentenced to three months' imprisonment and six hours' stocks.

HOUSEBREAKING OR COURTING?

A Chinaman was charged with house-breaking, but the suggestion was made that he had really been visiting his sweetheart. He was chided over the tiles and caught. The woman said the defendant did not come to see her. The defendant was

sentenced to three months' imprisonment and six hours' stocks.

ALLEGED ASSAULT.

A man was charged with stabbing another man with scissors. As the injured man was unfit to leave hospital the case was remanded.

ALLEGED NEGLECT OF DUTY.

Mr. Langley, inspector in charge of the Water Police, charged a Chinese constable with neglect of duty. The man is suspected of releasing a prisoner. The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

TRIADS.

The case of four men charged with being members of the unlawful (Triad) Society again came before the magistrate. Mr. P. W. Goldring, solicitor, of Mr. John Hastings's office, appeared on behalf of the second, third and fourth defendants. The third and fourth defendants were discharged and the other two were sentenced to six months' imprisonment and six hours' stocks.

ALLEGED ASSAULT.

Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon, prosecuted in the case of a man charged with assault. The complainant, it appears, has received dangerous wounds and may not live. The case was remanded.

STOLEN PROPERTY.

For paying and receiving stolen property a Chinaman was sentenced to three months' imprisonment and three hours' stocks.

FEARS TO OFFEND.

The War, yer, the war. There is circumstantial evidence to the effect that certain of the lieges of the Emperor of Japan are engaged with lethal weapons and explosive compounds encased in shells of iron or other metal to inflict grievous bodily harm upon certain of the lieges of the Emperor of Russia, and that certain numbers of both have been killed in the conflicts ensuing under circumstances which suggest malice aforethought and intent to kill. But certain Departments of the Government of this country look upon reports of such lawless proceedings with such utter repugnance that recently quite a number of both foreign and Japanese newspapers have been fined and are about being fined again for harassing the minds of peaceful citizens with circumstantial accounts of proceedings which deserve the severest censure of all law-abiding people. It appears that a party of Japanese excursionists, which, we must admit, might have been smaller, came to a pass, which if we remember correctly, is called Mother-in-law or something of the kind, where they began to pick up mineral specimens when a party of Russians, who, so far as we can gather, had no business there, attacked the Japanese excursionists, who got angry at this childish interference and drove them back with great loss. Something similar seems to have happened at a place called the Tail-on pass, or something of the kind, but we shall not harrow the feelings of our readers with tales of blood and violence. Something of the same character is reported to have occurred at a place called—our memory fails us here—but in that case, we regret to say, there seems to be no doubt but that the Japanese were the aggressors, and that 20,000 Russians were so offended with their rude behaviour that they went away and left the rude islanders where they were.

An equally unpleasant state of affairs seems to exist at Port Something, and unless an improvement in mutual relations takes place, a clash in the near future is all but unavoidable.—*Eastern Times*.

"JACK LONDON" ON THE SITUATION.

The following rather nonsensical *obiter dicta* were delivered by "Jack London," American war correspondent, at Honolulu, and appeared in the *Nagasaki Press* of the 16th inst.

"To me, the war is like a fight between a light, quick, agile, punchy little pugilist pitted against a big paralytic. The little fellow gets in many body blows, succeeding each other with a rapidity to startle the big fellow, but the latter generally has a blow in reserve up his sleeve which proves fatal to his antagonist in the long run. That, to my mind, is the situation in the Far East. Supposing the Japanese do take Port Arthur and drive the Russians from the Liaoting peninsula, or even Manchuria itself, Japan must of necessity extend her line in a long, thin formation to Siberia almost, to guard its conquered territory. This far Japan has been the aggressor, and has had the advantage. Let her once be on the defensive and the situation may change. The whole question simmers down to this one point: How long each country can stand the strain upon its physical and financial resources. Japan, with the prestige of her naval and land victories, was enabled to make a foreign loan by pledging its customs receipts at six per cent. How will it be possible for them to place a second mortgage upon these receipts? That, to my mind, was a colossal blunder of the statesman who effected the measure. Every soldier that Japan is now sending to the front is lessening the country's power of creative industry. Every soldier takes a man from the manufacturing and agricultural pursuits to which the nation looks to obtain its gross revenues. The Japanese soldier is kept in the field as cheaply as any man can be sent to war, but there is a limit to resources. There may come a time then, when there may be no shoes to send to the soldiers and no powder to burn, and that will be the time when Japan will for intervention. I believe that Russia will ultimately win out."

HONGKONG VOLUNTEER CORPS.

Corps Orders by Major C. G. Pritchard, Commandant and Adjutant.

ARTILLERY UNITS.
Parade.—At Head Quarters at 5:30 p.m. on Tuesday, 20th instant, for Maxim Gun Drill. Sergt. Bartolomeo, R.G.A., will attend.

PROMOTION.
The following promotions will take effect from this date inclusive:—

RIGHT HALF, NO. 1 CO., H.K.V.A.
Corporal W. M. Deas to Sergeant and transferred to Left Half No. 1 Co., H.K.V.A.
Gunner L. E. Begg to Bombardier.

LEFT HALF, NO. 1 CO., H.K.V.A.
Bombardier G. E. Hodge to Corporal.
Bombardier D. Cameron to Corporal.

RIGHT HALF, NO. 2 CO., H.K.V.A.
Gunner C. H. Blason to Bombardier.

LEFT HALF, NO. 2 CO., H.K.V.A.
Corporal Gublay to Sergeant and transferred to Left Half No. 1 Co., H.K.V.A.

Bombardier J. MacCorquodale to Corporal.
Bombardier J. Reidie to Corporal.

Gunner H. L. Mather to Bombardier.
Gunner A. Watson to Bombardier.
Gunner A. MacKirdy to Bombardier.

NOTICE.
1.—It is notified for general information that the "March Out" has been postponed until later in the season.

2.—A Concert will be held at Head Quarters on Wednesday, the 27th instant, commencing at 9 p.m.

Prices \$2 and \$1.
If the weather is unfavourable the Concert will be held in the City Hall.

JOINED.
P. W. Goldring joined on July 19th, 1904, assigned Corps No. 4 Sub-division, Right Half No. 2 Co., H.K.V.A.

F. P. Lunfesty joined on July 19th, 1904, assigned Corps No. 783 and posted to No. 6 Sub-division, Left Half, No. 2 Co., H.K.V.A.

FOREIGN TRADE OF JAPAN.

The foreign trade of Japan from January to June last resulted in an excess in imports of Yen 45,733,284, the figures of exports and imports for the six months being Yen 137,435,783 and Yen 183,169,067 respectively. The principal articles of the exports and the imports, with their declared value for the half year, are as follows:—

Exports.—Raw silk, Yen 28,136,500; Habutay, Yen 18,144,599; Cotton yarn, Yen 13,607,958; Coal, Yen 8,319,094; Copper, Yen 5,887,229; Tea, Yen 5,757,050; Matches, Yen 4,752,452; Rice, Yen 3,550,383; Cotton cloth, Yen 3,504,051; Straw braid, Yen 2,568,143; Silk handkerchiefs, Yen 2,335,384; Refuse silk, Yen 2,281,326; Floor matting, Yen 2,010,814; Camphor, Yen 1,952,549; Cigarettes, Yen 1,845,095; Porcelain, Yen 1,619,705.

Imports.—Rice, Yen 35,762,935; Raw cotton, Yen 35,267,822; Sugar, Yen 13,522,039; Kerosene oil, Yen 9,275,955; Steamers, Yen 5,561,902; Flour, Yen 5,064,947; Iron and Steel, Yen 4,610,809; Machinery, Yen 4,510,120; Wool, Yen 4,263,727; Beans, Yen 2,924,427; Iron bars, Yen 2,028,593; Locomotives and Cars, Yen 2,001,496; Oil tanks, Yen 1,465,558; Paper, Yen 1,451,777; Hemp, Yen 1,184,395; Indigo, Yen 1,123,216; Leather, Yen 1,065,049.

SHIPPING NOTES.

WEATHER AT SEA.
S.W. monsoon prevails in all directions. It is moderating.

MISCELLANEOUS.
The *Yat Shing* brought 3,000 tons of sugar from Sumatra for Messrs. Jardine, Matheson & Co.

The *Gee* arrived from Saigon yesterday with 1,500 tons of sugar for Messrs. Butterfield & Swire.

The *Madhavi* arrived from Kutchinotza yesterday with 5,500 tons of coal for the M.B.K.

The *Medea* arrived from Yap, P.I. yesterday with 250 tons of copra for Messrs. Siemssen & Co.

THE "SARDINIA."
The P. & O. s.s. *Sardinia*, from Japan, reports strong S.W. winds to Breaker Point, and thence to port light winds and fine. There were a few cases of plague at Anoy, but the port was free from other infectious disease.

THE "JAM."
The *Siam* arrived from Langkat, via Manila yesterday. On the last passage she experienced strong S.W. monsoon and high sea. The captain reports plague and small-pox at Langkat.

THE "HIP-SANG."
There seems to be great uncertainty as to what has become of the *Hip Sang*, and all kinds of "bonders" were about town yesterday. The *Hip Sang* is a vessel of 1,040 net tons. Before the Indo China Company bought her her name was the *Etruria*. She was built by Messrs. Craig, Taylor & Co., of Stockton, in 1899.

CHURCH SERVICES.

S. PETER'S CHURCH.
Queen's Road West.
Eighth Sunday after Trinity.
Matins (11 a.m.).

Venite, Aylward; Te Deum, Gregory; Benediction, Jackson; Hymns, 7, 34, 595, and 402.
Holy Communion, 12.15.

Evangelism (6.30 p.m.).
Magnificat, Haves; Nunc, Foster; Hymns, 270, 415, 255, and 59.

Holy Communion, 7.45.
The Church launch daygiving will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards.

The Answering Penitent is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

GOSPEL HALL.
Arsenal Street, Top Floor, off Queen's Road East.
Meetings are held as follows:—Sunday—Acts 2, 43, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class 6 p.m.

Thursday—General Bible Class, 6 p.m. Sunday—Prayer Meeting, at 6 p.m.

BATHING PARTIES.

Offer Splendid Materials for Picture Making. Take a KODAK with you. KODAKS from \$5.00 to \$100.00.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

139

Hongkong, 16th July, 1904.

AN IMPORTANT PRECEDENT.

The King of Italy has given his award in the controversy submitted to him as arbitrator by Great Britain and Brazil with reference to the frontiers of British Guiana. The text of the award shows that the decision is, in the case of the arbitration between this country and Venezuela respecting the Guiana frontier, on the whole, in favour of Great Britain. Brazil gets, it is alleged, no more than what was offered her by Lord Salisbury in 1891, and was then refused. The award is based on the doctrine, well recognised in modern times, that sovereignty over unoccupied territory is not acquired by mere assertion of rights or as an intention to take possession of it. It proceeds upon the principle implied in many previous awards, but never before, perhaps, so clearly expressed, that the taking possession effectively of a region is effectual for the whole when the latter is a physical unit, "but cannot be regarded as effectual for the acquisition of sovereignty over a whole region when, on account of its extent or physical configuration, it cannot be regarded as a *de facto* organic unity"—words which will doubtless often be cited, says the *Times*, as the guide in similar disputes. The award finds that Portugal and Brazil took possession of only some parts of the territory in question, and that Holland, and, later, Great Britain did the same as to certain other parts. It being impossible, on the evidence before him, to fix the line precisely, the arbitrator has divided the disputed territory by "taking into account the lines drawn by nature," and giving preference to "the line which, being the best throughout its whole length, lends itself best to an equitable division of the contested territory"; a course which every sensible judge would in like circumstances adopt. The frontier is to be the natural frontier in the proper sense of this much-abused phrase.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 22nd July, 1904:—Business generally continues dull, but with the exception of Indo-Chinese, which, under speculative influences, have further receded, rates are fairly well maintained, and in some directions have advanced.

BANKS.—Hongkong and Shanghai have firmed up, and rates at \$62½ have been effected. The market closing strong with buyers at the rate. London has advanced to 408, 10s. 0d. Nationals are unaltered with buyers at \$38.

MARINE INSURANCES.—Unions continue quiet at \$5½ with pressure of sellers in the north. In the market at \$5½ after sales at \$64.

North-Chinese can be obtained at 7s. 6s. and Yangtze at \$130. Cantons have been placed at \$28.

FIRE INSURANCES.—Hongkong's have ruled firm with small sales and further buyers at \$10. Chinese are quiet at \$88.

SHIPPING.—Hongkong, Canton and Macao have firmed up, and shares have been parted with at the advanced rates of \$9½ and \$30. It is reported that this Company will propose the payment of the usual dividend of \$1½ per share at the forthcoming half yearly meeting.

Indo-Chinese under the pressure of sellers in the north have receded to \$105 cash sellers, whilst business for December delivery is said to have been effected at \$106, and later at \$104½. China and

Manila have sold and are in further request at \$23½. Douglases have been booked at \$35. Star Forties have again advanced, and are now quoted at \$36 and \$35 for the old and new issues respectively. Shell Transports continue on offer at \$25½.

REFINERIES.—China Sugars have been booked at \$124, \$185 and \$189, but close easier with probable sellers at \$185. Luzons are unchanged at \$9 sellers.

MINING.—Rauha have sold at \$8 and close with further sellers at the rate. Unions are unchanged with sellers at 40 cents. Charbonnages close quiet at \$490 with probable sellers.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have strengthened, and sales at \$17½ and \$218 for cash and the settlement are reported, market closing with further buyers for settlement delivery at \$28.

Hongkong and Kowloon Wharves have weakened, and shares are now procurable at \$112. New Amoy Docks are reported to have been sold at \$30, at which rate more shares are on offer. Barnhams have receded to 7s. 12½ for the final dividend of 7s. 7 per share for the year ending 30th April last, paid in Shanghai yesterday.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet at \$158 with sellers. Kowloon Lands can be placed at \$38. West Point's after sales at \$60 are still obtainable at the rate. Hongkong Hotels have sold and are in further request at \$134. Humphreys Estates have been booked at \$122, and more shares are wanted. Shanghai Lands are quoted at 11s. 12½ as the interim dividend of 11s. 3 per share paid in Shanghai on the 18th instant.

CORON MILLS.—Quotations are unchanged and there is no business to report.

MISCELLANEOUS.—Green Island Cements have been booked at the advanced rate of \$30. China B-mos have sold, and more shares are offering at \$103. Electric after sales at \$13½ are in further request at \$14 and \$8 (new). Fees have improved to \$23½ with sales and further buyers. Dairy Farms continue at \$37. Presidents and Powells are wanted at \$91 and \$104 respectively. Albion's have declined to \$150 sellers.

MEMOS.—Canton Land Co., Ltd., ordinary yearly meeting at the Company's offices, Hongkong, today, the 23rd inst. Puxion Mining Co., Ltd., extraordinary general meeting for the purpose of considering a special resolution for the voluntary winding up of the Company, on the 28th instant. Hongkong Ice Co., Ltd., interim dividend of \$4 per share payable on and after the 2nd August.

TRADE MARK.

TELEPHONE No. 133.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

**PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION**

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ECZEMA

The World's Greatest
Skin Torture

Many Infants are Born
with Eczema

It's the Only Thing Some Folks
Have Left When They Die

THE ONLY INFALLIBLE
CURE IS CUTICURA

It is in the treatment of this most distressing of torturing and disgusting skin and scalp humours, with loss of hair, that the Cuticura remedies have achieved their greatest success. Original in composition, scientifically compounded, absolutely pure, unchangeable in any climate, always ready, and agreeable to the most delicate, they present to those suffering from Eczema the most successful curative of modern times. We know that this will be considered strong language by those acquainted with the character and obstinacy of the disease under consideration, but it is justified by innumerable successes where all the remedies and methods in vogue have failed to cure, and, in many cases, to relieve, even

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 33, Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

TWO ROOMS in Caine Road, with Bath Room attached, with or without Board. Apply—

"RADIUM,"
Care of Daily Press Office,
Hongkong, 23rd July, 1904. [1797]

THE JAPAN LAUNDRY COMPANY.

REORGANISATION.

THE above Company have already won great admiration from all their customers, the work being excellently done. A New Scheme has recently been introduced, and the work is done quickly and satisfactorily. Excellent laundrymen have just arrived from Japan. Charges moderate. Special attention is directed to washing and ironing. Orders will be executed promptly. Head Office, No. 23, Caine Road. Branch Office, No. 201, Mongkok Street.

L. NAKAGAKI,
Manager.

Hongkong, 23rd July, 1904. [1798]

HONGKONG GYMKHANA CLUB.

PROGRAMME

OF THE
SECOND MEETING
to be held at the
HAPPY VALLEY,
on
SATURDAY, 30th July, 1904.
(Weather Permitting).

(1) 4 P.M. ONE MILE AND A QUARTER FLAT RACE. Handicap. For all China Ponies. Entrance fee \$5. First Prize: a Cup presented.

(2) 4.30 P.M. POLO PONY RACE. Open to all on *ride* Polo Ponies, to be passed as such by the Committee of the Club. Catch Weights. Competitors to start mounted and gallop 100 yards to a set distance, run 50 yards leading mount to another post, mount and gallop in. Entrance fee \$5. First Prize: a Cup presented by the Club.

(3) 4.45 P.M. THREE-QUARTERS OF A MILE FLAT RACE. For Hongkong and China Pony Subscribers. Grifflins of any season which have never won an official race or a race under the auspices of this Club. Unplaced Ponies allowed 5 lbs. Jockeys who have won an official race in Hongkong or China to carry 2 lbs. extra. Jockeys who have never won an official race in a few months, mainly by conversations by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper. Hongkong, 16th May, 1903. [1267]

NEW and easy method of learning French in a few months, mainly by conversations by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper. Hongkong, 16th May, 1903. [1267]

AN EXPERT BOOKKEEPER, having a spare time, would be pleased to take charge of a set of books. Considerable experience in formulating systems of subsidiary accounting. Able to demonstrate the position of a firm in the most concise manner. Battered accounts straightened out. Accounts supervised. Moderate Remuneration. Apply to— "ACCOUNTS," Care of Daily Press Office, Hongkong, 16th July, 1904. [1732]

(4) 5.00 P.M. LADIES' NON-OBSTRUCTION RACE. Flat tripping competition. Gentlemen will receive a hat and the requisite articles for trimming same. Start dismounted. Mount and ride to acrobatics and hand them hat and accessories. Nominators trim hats and return them to nominees who put them on, mount and gallop round a post to finish. Two prizes. One for best trimmed hat and one for first past post. Both winners must have hats complete with all articles received at starting.

(5) 5.30 P.M. THE GYMKHANA CLUB CHALLENGE CUP. Value \$50. For all China Ponies. Weight for inches as per scale. Winners of an open race or open race 5 lbs. extra; non-winning Subscription Grifflins allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. To be won by the pony scoring most marks in the race for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup. Penalties accumulative up to 15 lbs. Five to start or no race. Entrance fee \$5, to go in the purchase of a moment to the winner of each race. One mile.

(6) 6.00 P.M. ONE MILE FLAT RACE. For all China Ponies which have never won a race. Weight for inches as per scale. Jockeys who have won an official race in Hongkong or China to carry 2 lbs. extra. Jockeys who have never won an official race in Hongkong or China or a race under the auspices of this Club allowed 5 lbs. Winning ponies at this meeting to carry 10 lbs. extra. Entrance fee \$5. First Prize: a Cup presented.

Entries close to the Honorary Secretary, Gymkhana Club on SATURDAY, the 23rd instant, at the Hongkong Club at 6 p.m. Entrance fees must accompany entry, otherwise entry will not be accepted. Entries in events Nos. 1, 3, 5 and 6 must state name, colour and height of pony, also racing colours.

GEO. K. HALL BRUTON,
Hon. Secretary.
Hongkong, 23rd July, 1904. [1739]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT will be ready on Tuesday, and will contain:—

Epitome of the Week's News.

Leading Articles:—

Drains and the Plague.

The Shanghai-Nanking Railway.

Death of Paul Kruger.

Russia's Motley Diplomacy.

Why Russia Breaks Faith.

Tobacco in the Straits.

Man-Traps at Sea.

Hongkong Jockings.

Hongkong Legislative Council.

Hongkong Ordinances (Revised Edition).

The War (Selected Telegrams).

War Items.

Hongkong Electric Co., Ltd.

Punjom Mining Co., Ltd.

Trials in Hongkong.

An "Amok" Triple Murder.

Foreigners and the War Tax in Japan.

China Squadron's Shooting.

A Legion in Far Cathay.

Expresses Reproves Viceroy.

Sport and Pastimes.

Miscellaneous.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 23rd July, 1904.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, on
TUESDAY,
the 26th July, 1904, at 11 a.m., at the WATER POLICE STATION, Kowloon,
67 Daga SALTPETRE;
And
8 Bags SULPHUR.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd July, 1904. [1800]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
The Company's Steamship

"PERSIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 8th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July will be subject to rent.
Bills of Lading will be countersigned by **SANDER, WIELER & CO.,** Agents.
Hongkong, 22nd July, 1904. [3]

WANTED.

FURNISHED HOUSE, on the Peak or Upper Level, from 1st November-1st April.
Apply to— N. P.,
Care of Daily Press Office,
Hongkong, 19th July, 1904. [1753]

WANTED.

By a Gentleman, a FURNISHED ROOM, with or without Board, in Hongkong.
Please apply to— "P. L.,"
Care of Daily Press Office,
Hongkong, 20th July, 1904. [1765]

WANTED.
By a Young and Capable Englishman, a position as BOOKKEEPER, TYPE WRITER, or General Office Assistant, with a good knowledge of French.
Apply— J. F. H. H.,
Care of Daily Press Office,
Hongkong, 12th July, 1904. [1783]

LESSONS IN FRENCH.
NEW and easy method of learning French in a few months, mainly by conversations by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper. Hongkong, 16th May, 1903. [1267]

AN EXPERT BOOKKEEPER, having a spare time, would be pleased to take charge of a set of books. Considerable experience in formulating systems of subsidiary accounting. Able to demonstrate the position of a firm in the most concise manner. Battered accounts straightened out. Accounts supervised. Moderate Remuneration. Apply to— "ACCOUNTS," Care of Daily Press Office, Hongkong, 16th July, 1904. [1732]

A. HERRMANSON & CO.,
60, WILSON STREET,
FINSBURY,
LONDON, E.C.

(A. HERRMANSON, late 40 years' partner in R. D. Warburg & Co., London)

IMPORTERS AND EXPORTERS.
Desire for imports sole representation for England and European Continent.
Bank Credits, if required. [1297]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 66.

Additional Light at Whampoa Barrier.
NOTICE IS HEREBY GIVEN that on or about the 21st instant, a Spar beacon surmounted by a disc and showing at night a red light (unclassified) will be placed on the Northern edge of the channel immediately below the former passage through the Whampoa Barrier.

J. HOWELL MAY,
Harbour Master.

Approved,
R. DE LUCA,
Acting Commissioner of Customs.
Custom House,
Canton, 20th July, 1904. [1788]

NOTICE IS HEREBY GIVEN that it has been ascertained that a quantity of FLOUR of inferior Quality to the Flour Manufactured by the STOCKTON MILLING COMPANY, of San Francisco, California, and known as the "Crown" Brand, has been improperly packed by certain Flour Dealers in bags which bear upon them the "Crown" Trade Mark of the Stockton Milling Company, and that such Flour has been passed off to purchasers thereof as the "Crown" Brand Flour Manufactured by the Stockton Milling Company which Flour has of late years become well known on the Hongkong market as Flour of the most superior quality.

Persons purchasing "Crown" Brand Flour are therefore warned, and requested, to examine all bags supplied to them which purport to contain such flour, and to satisfy themselves that such bags are bags manufactured by, or for the use of, the Stockton Milling Company of San Francisco and have not been resealed or otherwise tampered with.

Hongkong, 22nd July, 1904. [1789]

NOTICE TO KOWLOON RESIDENTS.
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

ENTERTAINMENTS

THEATRE ROYAL
CITY HALL.

THE
TAIPEH
DRAMATIC
COMPANY.

TO-NIGHT (SATURDAY), 23rd JULY.

"THE WAR BETWEEN JAPAN AND RUSSIA."

The Comedy

"NATURAL AND UNNATURAL."

JAPANESE ANCIENT SONGS AND DANCES.

Plan at City Hall.

Prices: \$3, 2 & 1.

Doors Open at 8.00. Overture 8.45 and Commence at 9 p.m.

Late Tram and "Star" Ferry Launch after the performance have been arranged.

Hongkong, 19th July, 1904. [1758]

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor Mr. JAS. CHRISTIE.

TO-NIGHT (SATURDAY), JULY 23rd.

IMMENSE SUCCESS OF THE NEW ARTISTES,

introduced by the

WARE AND ROSS ENTERTAINERS.

On Saturday JIM MORRIS, America's Buck and Wing Dancer and COON MIMIC, will make his First Appearance.

A Clever Performance by Clever Artistes.

Prices: \$2 and \$1.

Overture 9 p.m. Performance 9.15 p.m.

Hongkong, 22nd July, 1904. [1794]

AQUATIC FETE.

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, TO-MORROW (SATURDAY), the 24th inst., at 4 p.m. Sharp. The Secretary's Launch will leave Blake Pier sharp at 3.30 p.m. to convey Spectators and Competitors.

Entrance Fee:—Non Members, 50 cts. HAROLD C. AUSTEN, Hon. Secretary.
Hongkong, 21st July, 1904. [1778]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be given on the VOLUNTEER PARADE GROUND on WEDNESDAY, July 27th, 1904, at 9 p.m.

Tickets, Price \$2 and \$1, may be obtained from Messrs. Kelly & Walsh, or Volunteer Headquarters.

If not the Concert will be held in the City Hall.
Hongkong, 21st July, 1904. [1777]

HONGKONG GYMKHANA CLUB.

MEMBERS OF THE HONGKONG JOCKEY CLUB requiring Tickets for the Season's Gymkhana will please apply to the undersigned.

GEO. K. HALL BRUTON, Hon. Sec.,
39 & 41, Des Voeux Road.
Hongkong, 21st July, 1904. [1776]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. [1741]

TO LET.
TO LET AT KOWLOON.
From 1st September next.

NO. 3 LYBEMOON VILLAS. A Five-Roomed House, with joint use of Tennis Court.
Apply to— LEO D'ALMEIDA & CASTRO,
39 & 41, Des Voeux Road.
Hongkong, 20th July, 1904. [1767]

TO LET.
A LARGE AIRY FURNISHED ROOM, Bath Room attached, with Board, in a private English family.
Apply— K.,
Care of Daily Press Office,
Hongkong, 21st July, 1904. [1775]

TO LET.
A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to— THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.
FURNISHED or Unfurnished, ONE ROOM and BATH ROOM attached; Central.
Apply— F. M.,
Care of Daily Press Office,
Hongkong, 20th July, 1904. [1766]

TO LET

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office.
Apply to—

WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.
NOS. 15, 17 & 19, SEYMOUR ROAD.
Nos. 6 & 8, CASTLE ROAD.
No. 74, CAINE ROAD.
Apply to—

COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 18th July, 1904. [430]

TO LET.
1ST and 2ND FLOORS, No. 33, QUEEN'S ROAD CENTRAL; suitable for Office.
Apply to—

THE YEE WO.
No. 36, Queen's Road Central.
Hongkong, 23rd May, 1904. [1311]

TO LET.
No. 11, MOSQUE JUNCTION. Full View of Harbour.
No. 52, HOLLYWOOD ROAD.
OFFICES, CENTRAL POSITION.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 19th July, 1904. [73]

TO LET.
No. 1, STEWART TERRACE, the Peak.
Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [895]

TO LET.
No. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 37, WONG-NEI-CHONG ROAD, facing Rice-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS; PEAK EAST.
No. 1, CLIFTON GARDENS, Conduit Road.
OFFICES in Nos. 10 & 16, DES VOEUX ROAD, Central.
Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 19th June, 1904. [75]

TO LET.
IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.
Apply to—

S. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

TO LET.
3RD FLOOR, suitable for Office.
Apply to—

WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.
LARGE AIRY ROOMS in Offices Building in British Consulate, Canton.
For particulars, apply to—

P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET.
THREE FIRST-CLASS SHOPS.
European Style, in Kowloon.
Possession on or about 31st August, 1905.
Moderate Rentals.
Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [1611]

TO LET.
Immediate Possession—for 18 months.
"LIGHTOR," the PEAK.
Apply to—

JEBSEN & CO.
Hongkong, 27th April, 1904. [1107]

TO LET.
5 NEW HOUSES in Bonham Road (on Lot 50).
Apply—

LEUNG TUNG PING,
Care of Kin Lee & Co.,
4, Queen's Road East.
Hongkong, 19th July, 1904. [1756]

TO LET.
TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—

SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.
WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.
The EYRIE (PEAK).
BELLIOS TERRACE, Nos. 10, 13 & 21.
No. 3, SEYMOUR TERRACE (Furnished).
"BANGOUR" (PEAK) from 1st August.
Apply to—

LINSTEAD & DAVIS.
Hongkong, 21st July, 1904. [1429]

TO LET.
A EUROPEAN HOUSE, No. 158, Praya East.
Apply to—

JARDINE, MATHESON & CO.,
Hongkong, 15th July, 1904. [1717]

HONGKONG CLUB.

TO LET.
A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

PUBLIC COMPANIES

THE CANTON LAND COMPANY, LIMITED.

THE SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road, Hongkong, THIS DAY (SATURDAY), 23rd July, at 11 a.m., for purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th June, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 23rd JULY, 1904, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 18th July, 1904. [1744]

THE PUNJOM MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJOM MINING COMPANY LIMITED, will be held at the Registered Office of the Company, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 28th day of JULY, 1904, at 4 p.m., for the purpose of considering and if thought fit passing the following Special Resolution, that is to say:—
"That the Company be wound up voluntarily and that William Keefoot Hughes and Arthur Rylands Lowe be and they are hereby appointed Liquidators for the purpose of such winding up."
Should the above Resolution be passed by the requisite majority, it will be submitted for consideration at a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened.
By Order,

A. R. LOWE,
Secretary.
Hongkong, 20th July, 1904. [1780]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1904. [1705]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
General Agents for
THE WEST POINT BUILDING CO., LD.
Hongkong, 12th July, 1904. [1706]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.
IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1904, of FOUR DOLLARS per Share.

Dividend Warrants may be obtained on application at the Office of the Company on and after Tuesday, the 26th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 31st JULY, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th July, 1904. [1779]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [1

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.

ARCO, British str., 2,462, Cox, 21st July, 10 A.M. Ballast—Doddwell & Co.
 CORTIC, British str., 2,744, F. H. Armstrong, R.N.R., 22nd July, 10 A.M. San Francisco 22nd June and Shanghai 19th July. Mails and General—O. & S. N. Co.
 GABA, Norwegian str., 676, H. Dahl, 21st July, 10 A.M. Rice and Rice Flour—China.
 HAITAN, British str., 1,132, J. Reach, 22nd July, 10 A.M. Fochow via Ports 21st July, General—D. Douglas LaPraik & Co.
 MASCO, British str., 2,018, P. Gibson, 22nd July, 10 A.M. Sunderland 18th May—Samuel & Co.
 MATHILDA, Norwegian str., 2,230, H. Taarvig, 21st July, 10 A.M. Kutchin 15th July, Coal—Mitsui Bussan Kaisha.
 MEDAN, German str., 176, O. Stoburg, 22nd July, 10 A.M. Caroline Island, Copra and General—Siemens & Co.
 MEKOO, Chinese str., 1,321, J. Whitlaw, 22nd July, 10 A.M. Shanghai 16th July, General—China.
 M. STREVE, German str., 966, P. Brandt, 22nd July, 10 A.M. Tamsui 19th July, Amoy 20th July, and Swatow 21st, General—Osaka Shosen Kaisha.
 OPLAND, Norwegian str., 1,206, Schluter, 22nd July, 10 A.M. Sambongan 17th July—M. B. Kaisha.
 PERKIN, Austrian str., 5,594, P. Craglietto, 21st July, 10 A.M. Kobe 14th July, General—Sander, Wieler & Co.
 ST. FILLANS, British str., 2,307, F. Dalgleish, 22nd July, 10 A.M. Amoy 20th July, General—Doddwell & Co.
 SARDINIA, British steamer, 4,126, C. C. Talbot, 22nd July, 10 A.M. Yokohama 5th July, General—P. & O. S. N. Co.
 SIAM, British str., 992, Robt. A. Bines, 21st July, 10 A.M. Manila 18th July, Oil—Geo. Mehl.
 TAJANAK, Dutch str., 2,420, P. Zwart, 22nd July, 10 A.M. Amoy 21st July, General—Java-China-Japan Line.
 WOODSUKA, British str., 1,109, Dwyson, 22nd July, 10 A.M. Shanghai 17th July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 22nd July.
 Bullmouth, British str., for Fochow.
 Hyson, British str., for Sourabaya.
 Jacob Diederichsen, German str., for Hoihow.
 Macquarie, British str., for Saigon.
 Macfoo, Chinese str., for Canton.
 Nippon, Austrian str., for Yokohama.
 Perlo, British str., for Kobe.
 Pitsawut, German str., for Bangkok.
 Progress, German str., for Swatow.
 Rubi, British str., for Manila.
 Stann, British str., for Shanghai.
 Wosung, British str., for Canton.

DEPARTURES.

22nd July.
 HAIMUM, British str., for Tamsui.
 HOPSON, British str., for Sourabaya.
 KANSU, British str., for Canton.
 SARDINIA, British str., for London.
 UNDAINE, Norwegian str., for Shanghai.
 WAISHING, British str., for Shanghai.
 YUENSANG, British str., for Manila.

VESSELS IN DOCK.

22nd July.
 ABERDEEN DOCKS.—Glenfallach.
 KOWLOON DOCKS.—U. S. S. Pottinger, Dagmar, Shanghai, Chuenchoo, U.S.S. Callio, Quanguan, Asat, Borneo, Opland.
 COSMOPOLITAN DOCK.—E. B. Sutton.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR FUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship
 "PERSIA,"
 Captain Craglietto, will be despatched as above TO-DAY, the 23rd inst., at 3 P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents,
 Princes Buildings,
 Hongkong, 16th July, 1904. [1762]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAITAN,"
 Captain Reach, will be despatched for the above ports TO-MORROW, the 24th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LA PRAIK & CO.,
 General Managers,
 Hongkong, 22nd July, 1904. [1792]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "ARRATOON APCAR,"
 Captain E. Fey, will be despatched for the above ports on TUESDAY, the 26th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents,
 Hongkong, 19th July, 1904. [1762]

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY AND FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 3rd ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.,
 No. 216, Wing Lok Street,
 Hongkong, 27th February, 1904. [75]

DESTINATION
 LONDON, &c. VIA PORTS OF CALL.
 LONDON, AMSTERDAM & ANTWERP
 LONDON, AMSTERDAM & ANTWERP
 LONDON, AMSTERDAM & ANTWERP
 MARSEILLES & LONDON, VIA PORTS OF CALL.
 MARSEILLES, LONDON & ANTWERP
 BREMEN, VIA PORTS OF CALL.
 HAVRE & HAMBURG
 HAVRE, BREMEN & HAMBURG
 HAVRE & HAMBURG
 HAVRE & HAMBURG
 TRIESTE, &c. VIA SINGAPORE, &c.
 GENOA, MARSEILLES & LIVERPOOL
 NEW YORK, VIA PORTS OF CALL
 NEW YORK, VIA SUEZ CANAL
 VANCOUVER, VIA SHANGHAI, &c.
 VANCOUVER, VIA SHANGHAI, &c.
 VICTORIA (B.C.) & SALTWATER VIA N'AKI, &c.
 PORTLAND, OREGON
 AUSTRALIAN PORTS
 AUSTRALIAN PORTS
 MOJI, KOBE & YOKOHAMA
 SHANGHAI, KOBE & YOKOHAMA
 SHANGHAI
 NINGPO & SHANGHAI
 AMOY, STRAITS & RANGOON
 FOCHOW, VIA SWATOW & AMOY
 TAMSUI, VIA SWATOW & AMOY
 TAMSUI, VIA SWATOW & AMOY
 ANPING, VIA SWATOW & AMOY
 SWATOW, AMOY & FOCHOW
 SWATOW, WUKHAI, CHEFOO & T'ING
 MANILA
 MANILA
 MANILA
 CEBU & ILOILO
 KUDAT & SANDAKAN
 BATAVIA, SAMARANG, SOERABAYA, &c.
 SINGAPORE, PENANG & CALCUTTA.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship
 "PULIALA,"
 Captain E. B. Bir, will be despatched as above on TUESDAY, the 26th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents,
 Hongkong, 21st July, 1904. [1781]

NIPPON YUSEN KAISHA.
 AUSTRALIAN LINE.
 FOR SYDNEY AND MELBOURNE, VIA
 MANILA, THURSDAY ISLAND,
 TOWNSVILLE & BRISBANE.
 THE Company's Steamship
 "YAWATA MARU,"
 will be despatched as above on FRIDAY, the 23rd July, at 4 P.M.
 This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
 For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager,
 Hongkong, 27th June, 1904. [1583]

"BEN" LINE OF STEAMERS.
 FOR MARSEILLES, LONDON AND ANTWERP.
 THE Steamship
 "BENLARIQ,"
 Captain Wallace, will be despatched as above on or about the 9th August.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents,
 Hongkong, 22nd July, 1904. [1793]

NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS
 in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
 For Freight and further particulars, apply to
 DOUGLAS & CO., LIMITED,
 General Agents for China and Japan,
 100, Queen's Road, August 1, 1904.

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Commodious Steamer
 "PAUL BEAU,"
 Captain Frangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
 The S.S. CHARLES HARDOUN,
 Captain Melin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European ... \$8.00
 Second Class European ... \$3.00
 First Class Chinese ... \$1.50
 Second Class Chinese ... 80
 Deck ... 30
 The Company's Wharf is at the end of Queen Street, Peking West.
 For further particulars, apply to
 J. LANDOLT, Agent,
 The Pharmacy, Queen's Road Central,
 Hongkong, 23rd March, 1904. [420]

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.,
 No. 147, Connaught Road Central,
 Hongkong, 15th March, 1904. [72]

DESTINATION
 BALLAARAT, Brit. str., C. R. Longden
 KEMUN, Brit. str.,
 MOTUNE, Brit. str.,
 PERLES, Brit. str.,
 GLAUCUS, Brit. str.,
 BUCKENABE, Brit. str.,
 BENLARIQ, Brit. str.,
 P. B. LUTPOLD, Ger. str.,
 C. FRED LAITZ, Ger. str.,
 BADENIA, Ger. str.,
 SPEZIA, Ger. str.,
 ANDALUSIA, Ger. str.,
 SCANDIA, Ger. str.,
 FENSA, Aus. str.,
 SARPERON, Brit. str.,
 ST. FILLANS, Brit. str.,
 EPSON, Brit. str.,
 NUBIA, Ger. str.,
 E. OF CHINA, Brit. str.,
 TARTAR, Brit. str.,
 HYADES, Brit. str.,
 MAOHAN, Brit. str.,
 ARABIA, Brit. str.,
 YAWATA MARU, Jap. str.,
 TAIYUAN, Brit. str.,
 TILATJAP, Dut. str.,
 TORRANE, Brit. str.,
 TRIUMPH, Brit. str.,
 M. STREVE, Jap. str.,
 FRITHJOF, Jap. str.,
 TRITOS, Jap. str.,
 HAITAN, Brit. str.,
 KANSU, Brit. str.,
 RUBI, Brit. str.,
 TAMSUI, Brit. str.,
 ZAFIRO, Brit. str.,
 SHAWMUT, Brit. str.,
 TORRANE, Brit. str.,
 BORNIO, Ger. str.,
 TRIFANAS, Dut. str.,
 A. APCAR, Brit. str.,

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 (PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.
 Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.
 Intermediate on Steamers, ... 240. ... 242.
 and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder Street.

OSAKA SHOSEN KAISHA
 REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS LEAVING
 TAMSUI, VIA SWATOW, "M. STREVE" SUNDAY, 24th July, at 10 A.M.
 ANPING, VIA SWATOW, "TRITOS" WEDNESDAY, 27th July, at 10 A.M.
 TAMSUI, VIA SWATOW, "H. KRAFT" SUNDAY, 31st July, at 10 A.M.
 FOCHOW, VIA SWATOW, "H. A. HANSEN" WEDNESDAY, 3rd Aug., at 10 A.M.
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 T. ARIMA, Manager, [15]

NORTHERN PACIFIC LINE.
 BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.
 HYADES ... 3,753 ... Geo. Wright ... Saturday, July 30th
 SHAWMUT ... 9,606 ... W. M. Smith ... Thursday, September 1st
 TREMONT ... 9,606 ... T. W. Garlick ... Saturday, October 1st

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT ... 9,606 tons ... W. M. Smith ... About 12th August.
 S.S. TREMONT ... 9,606 tons ... T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
 PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS,
 Hongkong, 13th July, 1904. [7]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.
 CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	Sat., 23rd July, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila	Sat., 30th July, 10 A.M.
PERLA	1980	A. H. Nockley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 18th July, 1904. [116]

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER FRACHTDAMPFER-DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
 PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.
 C. FRED LAITZ { HAVRE and HAMBURG } On 31st July. Freight
 Capt. von Hoff { (Calling at Singapore, Penang and Colombo) }
 BADENIA { HAVRE, BREMEN and HAMBURG } On 18th Aug. Freight.
 Capt. Roeder { (Calling at Singapore, Penang and Colombo) }
 SPEZIA { HAVRE and HAMBURG } On 25th Aug. Freight.
 Capt. Miltzoff { (Calling at Singapore, Penang and Colombo) }
 ANDALUSIA { HAVRE and HAMBURG } On 5th Sep. Freight.
 Capt. Filler { (Calling at Singapore, Penang and Colombo) }
 SCANDIA { HAVRE and HAMBURG } On 20th Sep. Freight or Passenger.
 Capt. Behrens { (Calling at Singapore, Penang and Colombo) }

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1

PORTLAND & ASIATIC STEAMSHIP CO.
 PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE "OREGON RAILROAD & NAVIGATION CO."
 STEAMSHIP TONS. CAPTAIN TO SAIL ON
 "ARABIA" ... 4,483 ... Bable ... August 13th, 1904.
 "ARAGONIA" ... 5,198 ... Schults ... September 14th, 1904.
 "NUMANTIA" ... 4,370 ... Wagner ... October 10th, 1904.
 "NICOMEDIA" ... 4,370 ... Wagner ... October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 20th July, 1904. [14]

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.
 FOR STEAMERS TO SAIL REMARKS.
 SHANGHAI { NUBIA ... About 28th July } Freight and Passage.
 { F. N. Tiltard ... }
 LONDON, &c. { BALLAARAT ... Noon, 30th July } See Special Advertisement.
 { C. R. Longden, R.N.R. ... }
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 18th July, 1904. [1]

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.
 1904
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 3rd August
 PREUSSEN ... WEDNESDAY ... 17th August
 PRINZ HEINRICH ... WEDNESDAY ... 3rd August
 GNEISENAU ... WEDNESDAY ... 14th September
 BAYERN ... WEDNESDAY ... 18th September
 SACHSEN ... WEDNESDAY ... 26th October
 ZIETEN ... WEDNESDAY ... 9th November
 PRINZESS ALICE ... WEDNESDAY ... 23rd November
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December
 PRINZ HEINRICH ... WEDNESDAY ... 4th January 1905.

ON WEDNESDAY, the 3rd day of AUGUST, 1904, at Noon, the Steamship "PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MALES PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 1st August. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 2nd August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
 Linen can be washed on board.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 20th July, 1904. [5]

NOTICE.
 STEAM FOR KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.
 THE Company's Steamship
 "BORNEO,"
 Captain E. Muhle, will be ready to load for the above ports on THURSDAY, the 21st inst.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents,
 Hongkong, 18th July, 1904. [1757]

NOT RESPONSIBLE FOR DEBTS.
 NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
 ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.
 LYNDHURST, British 4-m. barque, Parrell—Standard Oil Co.
 KENTMID, British Ship, T. E. Burch—Standard Oil Co.
 ANAPA, British Ship, J. M. Williamson—Gheowan, T. mos & Co.
 E. B. SUTTON, American barque, Johnson—Order—

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"ALAN"	On 23rd July.	
GLASGOW AND LIVERPOOL	"MAGDALEN"	On 30th August.	
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 12th August.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.	
LONDON, AMSTERDAM and ANTWERP	"MOYNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 29th August.	
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 15th September.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MAGHAON"	On 11th August.	

Hongkong, 7th July, 1904.

BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CEBU and ILOILO	"KAIFONG"	On 25th July.	
SWATOW, WEIHAICHU, CHEFOO and TIENTSIN	"KANSHU"	On 26th July.	
NINGPO and SHANGHAI	"TAIWAN"	On 26th July.	
MANILA	"TAMING"	On 27th July.	
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MEL- BOURNE	"TAIYUAN"	On 30th July.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1904.

[12]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
Ports).

Proposed sailings from Hongkong.

"ST. FILLANS" ... 23rd July.

"BEDFORD" ... 30th Aug.

"WORTHINGTON" ... 30th Aug.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 22nd July, 1904.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Company's Steamship—

"TOURANE."

Captain Girard, will be despatched for the
above ports on or about MONDAY, the 25th
instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 19th July, 1904.

[12]

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA
SINGAPORE, PENANG, COLOMBO
AND PORT SAID.

The British Steamship

"BUCEAUTAUR."

Captain R. L. Risson, will be despatched as
above on THURSDAY, the 23rd inst., at
DAYLIGHT.

For Freight, apply to
A. S. MIHARA,
Agent.

Hongkong, 7th July, 1904.

[1556]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLARAT."

Captain C. R. Longden, R.N., carrying His
Majesty's Mails, will be despatched from
this office on SATURDAY, the 30th
JULY, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "Egypt," 7,912 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. "Arabia," due
in London on the 12th September.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1904.

[1]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"EPSOM."

Captain J. White, will be despatched for the
above port on or about MONDAY, the 15th
August.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th July, 1904.

[1630]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"NUBIA."

Captain Habel, will be despatched for the above
port on SATURDAY, the 20th August, at
4 p.m.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st July, 1904.

[1782]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 a.m.; on Excursion
Sundays, at 8.30 a.m.; from Macao week days
at about 2 p.m. and Sundays about 7.30 a.m.

FARE—(week days) 1st Class including cabin
and servant, \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3.

Board, including Tiffin and Dinner, either on
board or at Macao Hotel \$3. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 32 hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 p.m.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 p.m.

FARES—
Saloon ... \$2.00
Chinese Saloon ... \$1.00
2nd Class ... \$0.60
Steerage ... \$0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivaled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
309, Des Voeux Road Central,
Hongkong, 9th July, 1904.

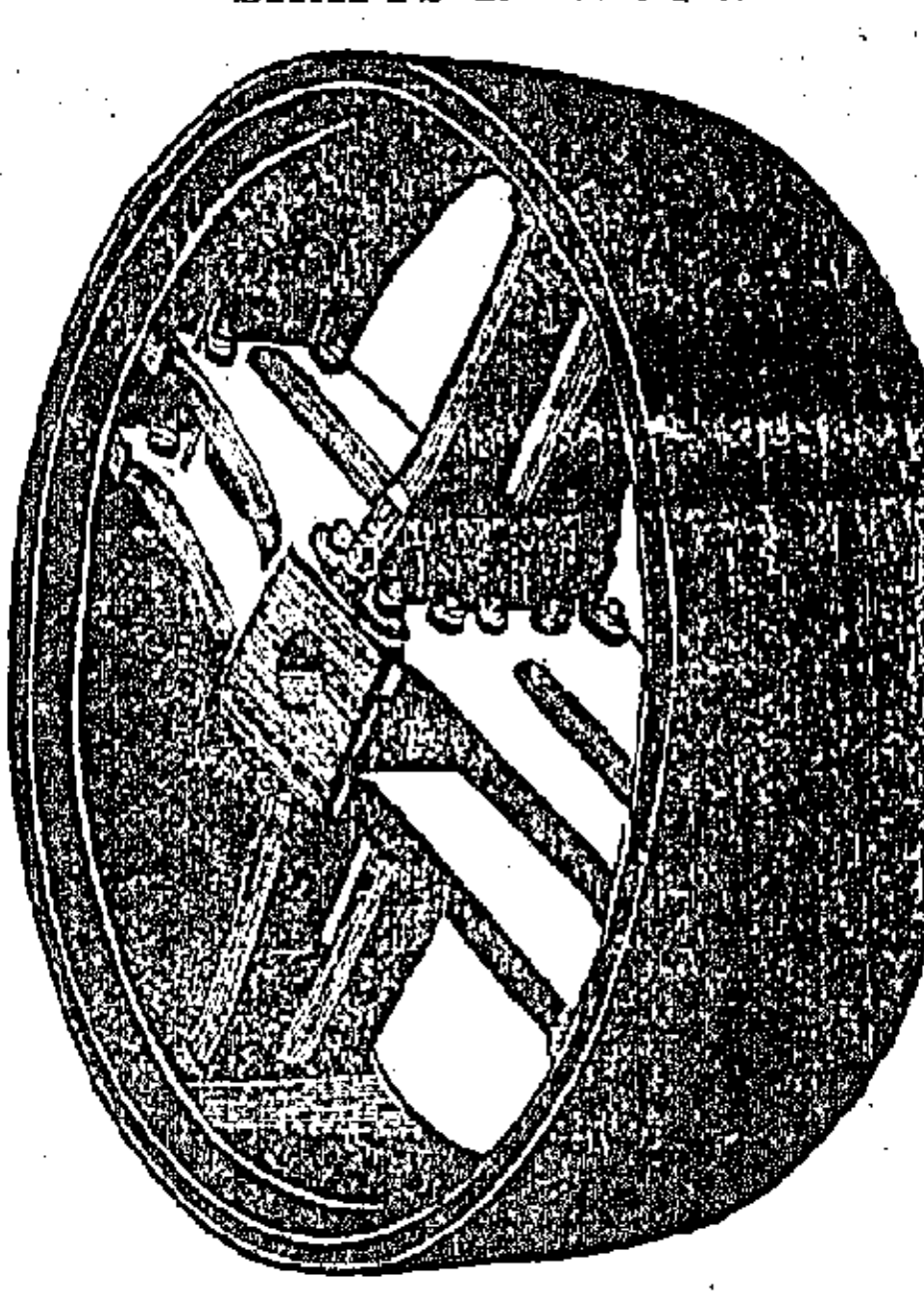
[1674]

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY to DECEMBER
1903, With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong 25th March, 1904.

[1]

DODGE WOOD SPLIT
PULLEYS.
ALL SIZES TO FIT ALL SIZED
SHAFTS IN STOCK.



Also large Stocks of
GANDY COTTON BELTING.

SOLE AGENTS,
LUTGENS EINSTAMANN & CO.,
HONGKONG.

CARBOLINEUM-AVENARIUS



Known all over the World as a thoroughly
effective preserver of Wood against White Ants,
Fungus, Dry-rot, Decay.

Number of Testimonials from Authorities as
well as from Private Customers.

LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.

Hongkong, 19th July, 1904.

[1613]

CHARLES DAY & CO., LONDON.

ARE THE SOLE EXPORT BOTTLING AGENTS
FOR

JOHN JAMESON & SON'S
WHISKEY.

And on each Label must be found the following
Notice and Signature.

"In order that Consumers may feel assured
of genuineness, we would request attention to
this our Special Export Label, and to our
Trade Mark and Name on Corks, Capsules
and Cases, also to age mark."

John Jameson & Son

[59-2]

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities of the
Ladies. It keeps a box of Martin's Pills in the house, so that in the
last of any illness of the System a timely dose may
be administered. These pills are recommended by the
most celebrated Physicians of all ages, and are sold in all
Druggists' Shops.

MARTIN, LONDON & 8, UTHAINGTON, ENGLAND.

[76]

KEATING'S WORM TABLETS.

A purely Vegetable
Laxative, forming
a most agreeable
method of eliminat-
ing the only cer-
tain Remedy for
Intestinal or
Throat Worms.
It is perfectly safe
and mild, espe-
cially adapted for
Children.
Sold in Bottles
at all Druggists.

Proprietor, THOMAS KEATING, London.

[127]

RIGAUD'S White Violet EXTRACT

This delicate
perfume
is as persistent as an
EXTRACT
for the
Handkerchief.

The
Soap
and
Toilet
Powder
are adopted
by refined
society.

RIGAUD & Co.
PARFUMS
PARIS

Each bottle is
equivalent to the
perfume of
10,000
WHITE VIOLETS

1265-6

VISITORS TO CANTON

Should purchase
"FROM HONGKONG TO CANTON"
BY THE PEARL RIVER.

BY
CAPTAIN C. V. LLOYD (S.S. "HANKOW")
With Illustrations, Maps and Plans.

Price ... \$1.9

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. A. S. WATSON & CO.

Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

[28]

Ask
for
LEMCO
every
time.

WARNING.—Every tin of the genuine
Lacquer Company's Extract is labelled
with the initials of the manufacturers
LEMCO—refuse substitutes.
KEEPS ANY TIME IN ANY CLIMATE.

[317-1]

WE SEND ON APPROVAL

and guarantee safe delivery
of the following goods fully warranted
at the following prices:

\$2.10 to \$5.50
Bicycle Tyres, Westwood Steel Rims,
Tires, Wheel Hubs, and Spokes, Road
GARRAGE PAID TO DOOR

Motor Cars and Motorcycles
Tires, Accessories, Spare Parts, and
Repairing Machinery, Half Trade Price.
Write for Catalogue and Special Offer
for cash payment foreign orders.

MEAD CYCLE CO., Dept. 23, 24
CHICAGO, U.S.A. and LIVERPOOL, ENGLAND.

[1716]

COLEMAN'S WINCARNIS

A delicious beverage and tonic made from choice wines, Liebig's
Extract of Meat, and Extract of Malt.

Over 6,000 Testimonials received from the
Medical Profession of the United Kingdom.

WINCARNIS has an unrivalled reputation of over twenty years
as the finest tonic and restorative in the world.

"An Ideal Pick-me-up."
Suitable for all Climates.

SOLE MANUFACTURERS: COLEMAN & CO., LTD., NORWICH, ENGLAND.

AGENTS:
Hongkong—A. S. Watson & Co., Shanghai—J. H. Lavelly & Co., Medical Hall,
Japan—A. Cameron & Co., Kobe, Pusan—J. H. Lavelly & Co.,
Bangkok—English Pharmacy, Singapore—Messrs. J. B. & Co., (S.S.)

[715]

DO YOU DRINK LIME JUICE?

PURE LIME FRUIT JUICE

MONTSERRAT

THE ONLY PURE LIME FRUIT JUICE

THEN DRINK THE BEST

Agents—A. S. Watson & Co., Ltd., Hong Kong.

[131]

DR. LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its
world-wide reputation as the best and
only safe reliable Phosphoric Cure for
Brain Weakness, Paralysis, Sleepless-
ness, Dyspepsia, Nerve, Kidney and Liver
Complaints, Hysterical Dreams, Premature
Death of Vital Power, General Debility, all
Blood Disorders, and all Functional and
Inherited Conditions of the System, caused
by the deficiency of the Vital Force.

The effect of this Standard Phosphoric
Remedy in Nervous Debility and its kindred
Fits is immediate and permanent, all
the Milder Feelings and Distressing
Symptoms disappearing with a rapidity
that is really marvellous.

Directions for Self-Treatment of the above
diseases with each Bottle.

HEALTH, STRENGTH & ENERGY

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,
HAMPSHIRE LONDON, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

[1516-3]

Colic, Cramps, Diarrhoea, Dysentery, Burns, Bruises, Bites and Stings can all be promptly relieved

BY

PERRY DAVIS' PAIN-
KILLER

[1516-3]

THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Rostan, Joliet, Velpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 in a re-
markable short time, often a few days only, removes all discharges from
the urinary organs, effectually suppressing the disease of
which it does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowels, rough, bronchitis, asthma, and
some of the most distressing complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 purifies the
blood, cures, scurvy, spots, blotches, paint and swell-
ings of the joints, secondary syphilis, gonorrhoea, and
all diseases for which it has been too much a fashion to
employ mercury, calomel, etc., to the destruction of
sufferers' teeth and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poison from the body.

THERAPION No. 3 for
exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, residence in
hot, unhealthy climates, etc. It possesses surprising power
in restoring strength and vigour to the debilitated.

THERAPION is sold by the prin-
cipal Chemists and
New York—throughout the world. Price in England 2s. 6d.
and 4s. In ordering, state which of the three numbers is re-
quired, and observe above Trade Mark, which is a fac-
simile of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, China, and Manila.

[13]

[137-1]

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure
English Oil. Not made of gelatine.
Full directions.

INSIST ON SAVARESSE'S

[1424]

SHIPPING SHIPPING IN PORT.

ARRIVALS.

ARRIVALS. British ship, 2,321, R. Fey,
18th July.—Calcutta 2nd July and Singa-
pore 13th, General.—David Sassoon & Co.
BOHNEO, German ship, 1,344, E. Muhle, 13th
July.—Sandakan 7th July, General.—Mel-
chers & Co.

BULLMOUTH, British ship, 2,607, T. W. Stratton,
18th July.—Singapore 11th July, Petro-
lium.—Owen.

CHIKO, British ship, 187, Dancy, 12th July,
—Manila 7th July, Ballast.—Chinese.

COSMOSSY, British ship, 2,138, Topy, 21st July,
—Mojib 13th July, Coal.—Bradley & Co.

DAHMAR, German ship, 950, C. Goewick, 9th
July.—Swatow 8th July, Sundries.—Mel-
chers & Co.

FOCKE, British ship, 2,390, Page, R.N.R., 13th
July.—Kutchinotza 7th July, Coal.—M. B.
Kusha.

GOSWALD, British ship, 2,238, H. Sibery, R.N.R.,
18th July.—Cardiff 30th April, Coal.—
Gillman & Co.

POST OFFICE NOTICES.

BOOKS CONTAINING— 16 Postage Stamps of 4 cents
12 " " " 2 cents
12 " " " 1 cent
may be obtained at the counter of the General Post Office and at Kowloon Post Office.
Price \$1.00 each book.

The *Tourane*, with the French mail of the 24th June, left Saigon on Friday, the 22nd July, at 7 a.m., and may be expected here on or about Monday, the 25th July. This packet brings replies to letters dispatched from Hongkong on the 21st May.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	For Canton	Saturday, 23rd, 7.30 a.m.
Shanghai and Yokohama	For Shanghai	Saturday, 23rd, 9.00 a.m.
Hankow, Singapore and Bangkok	For Hongkong	Saturday, 23rd, 9.00 a.m.
Hankow and Haiphong	For Hongkong	Saturday, 23rd, 9.00 a.m.
Manila	For Manila	Saturday, 23rd, 9.00 a.m.
Sourabaya	For Sourabaya	Saturday, 23rd, 11.00 a.m.
Newchwang	For Newchwang	Saturday, 23rd, 1.00 p.m.
Macao	For Macao	Saturday, 23rd, 1.15 p.m.
Foochow and Shanghai	For Foochow	Saturday, 23rd, 3.00 p.m.
Shanghai, Moji, Koba and Yokohama	For Shanghai	Saturday, 23rd, 3.00 p.m.
Samsui, Shihing, Takking and Wuchow	For Samsui	Saturday, 23rd, 3.00 p.m.
Saloon	For Saloon	Saturday, 23rd, 3.00 p.m.
Namto	For Namto	Saturday, 23rd, 3.00 p.m.
Macao	For Macao	Saturday, 23rd, 3.00 p.m.
Swatow and Hongkong	For Swatow	Sunday, 24th, 9.00 a.m.
Kongmoon and Kumbuk	For Kongmoon	Sunday, 24th, 9.00 a.m.
Swatow, Amoy and Tamsui	For Swatow	Sunday, 24th, 9.00 a.m.
Namto	For Namto	Sunday, 24th, 9.00 a.m.
Swatow	For Swatow	Sunday, 24th, 9.00 a.m.
Macao	For Macao	Sunday, 24th, 9.00 a.m.
Canton	For Canton	Sunday, 24th, 9.00 a.m.
Swatow, Amoy and Foochow	For Swatow	Sunday, 24th, 9.00 a.m.
Canton	For Canton	Sunday, 24th, 9.00 a.m.
Macao	For Macao	Sunday, 24th, 9.00 a.m.
Straits and Monheim	For Straits	Sunday, 24th, 9.00 a.m.
Cebu and Manila	For Cebu	Sunday, 24th, 9.00 a.m.
Kongmoon, Kumbuk and Samsui	For Kongmoon	Sunday, 24th, 9.00 a.m.
Amoy, Straits and Rangoon	For Amoy	Sunday, 24th, 9.00 a.m.
Namto	For Namto	Sunday, 24th, 9.00 a.m.
Swatow	For Swatow	Sunday, 24th, 9.00 a.m.
Macao	For Macao	Sunday, 24th, 9.00 a.m.
Canton	For Canton	Sunday, 24th, 9.00 a.m.
Canton	For Canton	Sunday, 24th, 9.00 a.m.
Kudat and Sandakan	For Kudat	Sunday, 24th, 9.00 a.m.

TO-DAY.

Ordinary General Meeting of Canton Land Co., Ltd., 11 a.m.
Sale, steamship *Corbett* from Ah King's Slip, Wanchai, Messrs. Hughes & Hough, noon.
Sale, Household Furniture, 5, Seymour Road, Messrs. Hughes & Hough, 2.30 p.m.
The Taipei Dramatic Co., Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—	22nd July.
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 60 days sight	1/10 1/2
Credits at 4 months sight	1/10 1/2
Documentary Bills, 4 months sight	1/10 1/2
ON PARIS—	22nd July.
Bank Bills, on demand	252 1/2
Credits, at 4 months sight	256
ON GERMANY—	22nd July.
On demand	18 1/2
ON NEW YORK—	22nd July.
Bank Bills, on demand	45
Credits, 60 days sight	45 1/2
ON BOMBAY—	22nd July.
Telegraphic Transfer	138
Bank, on demand	138 1/2
ON CALCUTTA—	22nd July.
Telegraphic Transfer	138
Bank, on demand	138 1/2
ON SHANGHAI—	22nd July.
Bank, at sight	7 1/4
Private, 30 days sight	7 1/4
ON YOKOHAMA—	22nd July.
On demand	Nominal
ON SINGAPORE—	22nd July.
On demand	Nominal
ON BATAVIA—	22nd July.
On demand	110 1/2
ON HONGKONG—	22nd July.
On demand	2 1/2 p.c. pm
ON SINGAPORE—	22nd July.
Bank, at sight	110 1/2
Gold, 100 fine, per ton	550 50
BAR SILVER, per oz.	26 1/2

OPIUM.

Quotations are—	22nd July.
Malwa New	\$1030 to \$1050 per picul
Malwa Old	\$1090 to \$1110
Malwa Older	\$1210 to \$1230
Malwa V. Old	\$1250 to \$1280
Foreign fine quality	\$850 to —
Foreign extra fine	\$880 to —
Paton New	\$1220 to — per chest
Paton Old	\$1230 to —
Bombay Old	\$1230 to —
Bombay Old	\$1235 to —

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Tourane* will leave Saigon on Friday, the 22nd July, at 7 a.m., for this port, and may be expected here on or about Monday, the 25th July.
THE AMERICAN MAIL.
The P.M. steamer *Korea* left San Francisco for this port via Honolulu, on the 12th July. The O.P. steamer *Galicia* left San Francisco for this port via Honolulu, on the 16th July.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* arrived at Nagasaki at 8 a.m. on Thursday, the 22nd July, and left again at 5.30 p.m. same day for Shanghai, where she is due to arrive at 7 a.m. on Saturday, the 23rd July.
THE INDIAN MAIL.
The steamer *Gregory* from Calcutta, left Singapore for this port on the 20th July, a.m. The *Ando* steamer *Lafayette* left Calcutta for this port via the Straits on the 10th July, and may be expected here on the 2nd August.
VECHART STEAMERS.
The E. & A. steamer *Empire*, from Sydney, &c., left Manila on the 22nd July, a.m., for this port, and is expected here on the 24th July, a.m.
The C.P.R. steamer *Tarlar* arrived at Shanghai at 9.30 a.m. on Thursday, the 22nd July, and left again at 2 p.m. same day for Hongkong, where she is due to arrive at 4 p.m. on Sunday, the 24th July.
The N.Y.K. steamer *Yusaka Maru* (Australia Line) left Kobe, via Moji and Nagasaki,

JOINT STOCK SHARES.

HONGKONG, 22nd July.

STOCKS.	No. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	50,000	\$125	\$125	40-div. & 10/- bonus at 1/81=22.00 per share for 2nd half year ended 31-12-1903	\$66 1/2, buyers, London 68 1/2 (a.)
National Bank of China, Ltd. Do. Founders' Shares	20,000 A 14,443 B 750 fdr.	210 21	210 21	3.6 per share 3.6 at 1/8=22	\$34, buyers, \$38, buyers, \$50, buyers.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$100	\$2 for 1902	\$54 1/2, sellers.
China Traders' Ins. Co., Ltd.	24,000	\$83 3/4	\$25	10 p.c. for 1902	\$55.
North China Ins. Co., Ltd.	10,000	215	25	10/- 1st div. account 1903.	Tls. 65.
Yangtze Ins. Assoc., Ltd.	9,000	\$100	\$60	\$12=20 p.c. for 1902.	\$130.
Canton Ins. Co., Ltd.	10,000	\$250	\$50	\$15 for 1902	\$235, sales.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	9,000	\$250	\$50	\$24 for 1902	\$310, buyers.
China Fire Ins. Co., Ltd.	20,000	\$100	\$40	\$7 for 1902	\$85.
SHIPPING.					
Hongkong, Canton, and Macao S. S. Co., Ltd.	50,000	\$15	\$15	\$1.50 for half year ended 31-12-1903	\$30.
Indo-China S. S. Co., Ltd.	60,000	210	210	5 per cent. for 1903 at 1/10 1/2	\$105, sellers.
China & Manila S. S. Co., Ltd.	30,000	\$50	\$50	10 p.c. for 1903	\$25 1/2, buyers.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	6 per cent. for year ending 30-6-1903	\$35, sales.
Star Ferry Co., Limited	20,000	\$10	\$10	18 & 4 p.c. for year ended 30-6-1903	\$30, buyers, \$25, buyers.
Shell Transport & Trading Co., Limited	2,000,000	21	21	Int. div. of 1 p. share (coupon No. 4) on account of 1903	25s 6d., sellers.
Do. Preference	100,000	210	210		28, 1/8.
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Fin. of 7 p.c. making in all 12 p.c. for 1903	\$185.
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$8 for 1902	\$9, sellers.
MINING.					
Fanjion Mining Co., Ltd.	60,000	\$1	\$1	None	Nominal.
Do. Preference	20,000	\$1	\$1		40 cts., sellers.
Societe Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	Fin. of 10 p.c. on account of 1903	\$490.
Raub Australian Gold Mining Co., Limited	200,000	21	18 1/2	1/2 p. share 12th div.	\$8, sellers.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	12 p.c. & 2 p.c. bonus for half year 31-12-1903	\$218, buyers.
Hongkong and Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	Fin. of 5 p.c. making in all 10 p.c. for 1903	\$112, sellers.
New Amoy Dock Co., Ltd.	6,000	\$62	\$62	\$12 for 1903	\$30, sales & sellers.
S.C. Farman, Boyd & Co., Ltd.	55,700	Tls. 65	Tls. 65	Fin. of \$7 mak' in all \$12 p. share for 1904	Tls. 143, ex div.
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Fin. of \$8 making \$12 for 1903	\$158, sellers.
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$2.60 per share for 1903	\$38.
West Point B. Co., Ltd.	12,500	\$50	\$50	Fin. of \$1.70 making \$3.20 for 1903	\$67, sellers.
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	10 p.c. for half year ended 31-12-1903	\$134, sales & buyers.
Humphreys Estate & Fin. Co., Limited	100,000	\$10	\$10	90 ct. per share for '03	\$121, buyers.
Shanghai Land	52,000	Tls. 65	Tls. 65	Fin. of 6 p.c. for 1904	Tls. 112, ex div.
COTTON MILLS.					
Woo Cotton Spinning & W. Co., Limited	20,000	Tls. 60	Tls. 60	8 per cent. for 1903	Tls. 30, sellers.
International Cotton Mfg. Co., Limited	10,000	Tls. 75	Tls. 75	3 p.c. on account of 1898	Tls. 25.
Laon-hung-mow Cotton Spinning and Weaving Co., Limited	8,000	Tls. 100	Tls. 100	4 p.c. on account of '98 on 6.0 (shares)	Tls. 32 1/2.
Soy Chee Cotton Spin. Co., Ltd.	2,000	Tls. 50	Tls. 50	4 p.c. for period ending 31-12-1902	Tls. 160, sellers.
Hongkong Cotton Spin. Weaving and Dyeing Co., Limited	125,000	\$10	\$10	Fin. of 6 p.c. making in all 10 p.c. for year ended 31-12-1903	\$14 1/2, sellers.
CEMENT WORKS.					
Green Island Cement Co., Ltd.	100,000	\$10	\$10	15 p.c. for 1903	\$30.
China-Borneo Cement Co., Ltd.	60,000	\$12	\$12	5 per cent. for 1903	\$103, sellers.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Fin. of 50 cts. making in all \$1 per share of 1903	\$14, buyers.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	\$1 year 30-6-1904	\$14, ex div., buyers.
Hongkong and China Gas Co., Limited	7,000	210	210	10 p.c. div. & 1 p.c. bonus for 1902	\$37, buyers.
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	20 per cent. for 1903	\$10, buyers.
Geo. Farwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1903	\$48, sellers.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Fin. of \$12 mak' ing in all \$16 per share for 1903	\$230, sales & buyers.
Hk. High-Level Tramway Co., Limited	1,250	\$100	\$100	\$20 for year ended 30-6-1902	\$280, buyers.
Hk. Steam Water-boat Co., Limited	7,500	\$10	\$10	Int. div. 7 per cent. ending 30-6-1903	\$19.
Dairy Farm Company, Ltd.	10,000	\$7 1/2	\$6	14 for year ended 31-12-1903	\$20, buyers.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	20 per cent. for 1903	\$57, buyers.
Bell's Asbestos Eastern Agency, Limited	8,000	12 1/2	12 1/2	4 per cent. for 1903	\$5, sales & buy., ex div.
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	90 cts. (p. share for year ended 31-12-1903)	\$101, buyers.
Tobacco Planting Co., Ltd.	100 fdr.	\$10	\$5	\$20.70 (ended 31-5-1903)	\$1, buyers.
China Provident Loan and Mortgage Company, Ltd.	200,000	\$10	\$10	180 cents for year ending 31-12-1903	\$91, sellers.
Watkins, Limited	10,000	\$10	\$10	10 per cent. for 1903	\$72, buyers.
The China Light & Power Company, Limited	15,000	\$10	\$10	First year	\$91, buyers.
William Powell, Limited	12,000	\$10	\$10	Int. div. 6 p.c. (on account of year ending 30-6-1904)	\$101, sales.
Shanghai-Hongkong-Dyestuff & Chemical Co., Ltd.	1,200	\$50	\$50	First year	\$50.
Anglo-Hongkong Ice and Cold Storage Society, Ltd.	7,000	\$10	\$10	First year	\$10, nominal.
Chong & Alhambra, Limited	300	\$500	\$500	25 p.c. for year ended 30-6-1903	\$150, sellers.
Co's (Philippine Co., Ltd.)	67,500	\$10	\$10	None	\$91, sellers.
S. China Morning Post Ltd.	6,000	\$25	\$25	First year	\$25, nominal.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory 22nd July.

	Previous Day	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.73	29.70	29.75
Temperature	83	83	83
Humidity	75	79	79
Wind Direction	S	S	SW
Force	2	3	2
Weather	o	o	o
Rain	o	o	o

Highest & lowest air temperature on 21st 86 84

Lowest p.m. air temperature on 21st 75 77

HONGKONG TIDE TABLE.

From 23rd to the 28th July.

	High Water.	Low Water.
Hour	Mean Time.	Mean Time.
23rd	10.52	11.52
24th	10.52	11.52
25th	10.52	11.52
26th	10.52	11.52
27th	10.52	11.52
28th	10.52	11.52

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	SUNDAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.	8.00 a.m. to 9.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.	9.00 a.m. to 9.30 a.m. Every 20 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.	9.30 a.m. to 10.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.	10.00 a.m. to 11.00 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.	11.00 a.m. to 12.00 p.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.	12.00 p.m. to 1.00 p.m. Every 15 minutes.
10.30 a.m. to 1.00 p.m. Every 15 minutes.	1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.	1.30 p.m. to 2.00 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.	2.00 p.m. to 3.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.	3.00 p.m. to 5.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.	5.00 p.m. to 8.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.	
8.00 a.m. to 9.00 a.m. Every 15 minutes.	
9.00 a.m. to 9.30 a.m. Every 20 minutes.	
9.30 a.m. to 10.00 a.m. Every 15 minutes.	
10.00 a.m. to 11.00 a.m. Every 10 minutes.	
11.00 a.m. to 12.00 p.m. Every 15 minutes.	
12.00 p.m. to 1.00 p.m. Every 15 minutes.	
1.00 p.m. to 1.30 p.m. Every 10 minutes.	
1.30 p.m. to 2.00 p.m. Every 15 minutes.	
2.00 p.m. to 3.00 p.m. Every 15 minutes.	
3.00 p.m. to 5.00 p.m. Every 15 minutes.	
5.00 p.m. to 8.00 p.m. Every 10 minutes.	
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the General Office, Alexandra Buildings, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 14th January, 1904.	

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2383 tons, Captain R. D. Thomas.
S.S. "POWAN," 2338 tons, Captain G. E. Morrison, R.N.R.
S.S. "FATSHAN," 2360 tons, Captain W. A. Valentine.
S.S. "HANKOW," 3073 tons, Captain B. Branch.
S.S. "KINSHAN," 2860 tons, Captain J. J. Loosius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m. and 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANT

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HIS ISLAND PRINCESS,

FROM THE NOTES OF RUPERT DE LA TOUCHE (1825).

BY W. CLARK RUSSELL.

(Author of "The Wreck of the Grosvenor," "Oedipus," &c.)

Synopsis of *His Island Princess* and *His Island Princess*. The second mate of a ship of the coast guard, leaving England for a distant country. Among the women passengers a young and beautiful girl, but what her name is, or for what she is being banished, no one knows. When only a few days at sea this girl jumps overboard, and is taken on board again after she has almost died, and is buried at sea. The second mate is revealed in the extreme. Several of the sailors and coast guard declare that the ghost of the dead girl has appeared to them, strange and amazing scenes frighten the crew, and even the captain is overcome by the sight of a strange white coat not marked on the chart, but which turns out to be an apparition. When within a few days' sail of their destination, a three-masted schooner in distress is sighted, which signals to them for a supply of fresh water.

CHAPTER III.

As my companions and I approached the schooner which had signalled us, I inspected her with curiosity. It was impossible to conjecture her errand in this remote part of the great empire of ocean. She was pierced for three guns of a side, and mounted a small piece on her fore-castle.

We drew alongside, and the man who had spoken us, and who proved to be the master of this vessel, asked me to step on board. I complied, and found myself on the white deck of the very shapeliest craft I had ever seen. I instantly took note, however, with the eye of a sailor, of a general aspect of neglect throughout the little vessel. The brass work was dull, the paint dirty, and aloft signs were visible of unsightly infestation.

I observed that three men forward, one of whom was a negro. The captain was a short, fat man, with a thick neck, and round pale face; his nose was scarcely bigger than a lady's thumb, with two holes for breathing through; his face was without hair and much pimpled with warts. His eyes were soft, dark, and seemed to kindle with kindness, with the good nature and homeliness of his smile. He wore a grey, low-crowned, broad-brimmed hat, and a coat with skirts that sunk low, while his breeches fitted his shanks so tightly that they made his boots look long enough for a giant.

"I am truly grateful for your kindness," says he in a gentle, mellow-voiced voice. "Are you an officer of that ship?"

"I'm her second mate," I answered.

"It is most considerate of your captain," says he smiling kindly, "to send instead of forcing me to fetch. Shortness of water has disabled my crew, and half-a-dozen of them are below helpless with some sort of complaint, which I can make nothing of. Would you permit your men to step on deck, and help those fellows to sling the cask of water aboard and carefully sail?"

"Oh, yes," said I, "and the sooner it's done the better, as my captain is in a hurry; he doesn't want to lose sight of the other ships."

I went to the rail, and told my men to help the sailors of the schooner to sling the cask into the vessel. Whilst this was doing the captain asked me to step below and drink a glass of wine. I was thirsty and consented. He took me into a small, but brightly lighted cabin, furnished with table and lockers, and I observed sleeping berths, two forward at the end of the cabin and two aft. Nobody was here but ourselves. I was surprised not to see one of the mates or a cabin servant. The captain going to a locker lifted the lid, took out a bottle of wine, and filled two glasses from a rack under the table. It was a choice, sound, old sherry, dark and rich, and I smoked my pipe.

"Ha," says the captain with a cheerful laugh, "you find this wine good?"

"The finest-flavoured wine I ever drank," I answered.

"I believe I have some bottles in my cabin," says he, after fanning his nose with his wine-glass which he smelt in relief, "which I shall be very pleased if you will present with my compliments to your captain as a humble token of an American sailor's appreciation of a British sailor's humanity."

I guessed that Captain Sever would be pleased with the gift, and bowed to my companion and thanked him. Meanwhile I could hear them on deck at work hoisting in the cask.

"Will you step into my cabin?" says the captain. "The bottles are there, and I should like to show you a couple of chronometers made in Boston."

I followed him into a little stern cabin on the larboard side of the ship. Here in this place were a cot, a washstand, a set of drawers, a table on which were writing materials and some nautical instruments, the whole lighted by a round suttle in the side. When we had entered, he seemed on a sudden to recollect, and exclaiming, "No, I believe after all the bottles are in another locker," he left the cabin, closing the door behind him so softly that it was done before I could take a step.

I sprang to the door and turned the handle, but found that the lock had been shot by the key that was outside. Probably the noise of his doing this, which would be trifling, was sunk or drowned in some creak or jar of the schooner as she rolled. I had not heard him turn the key or shoot the bolt. I was a strong man and the stronger then for being wild and mad at being caught and trapped for some purpose I could not divine, and I tugged at the door till I had like to have burst in passion of breath, in my effort to strain it open by the handle. But all to no purpose. I might as well have attempted to pull the vessel's side wall by grasping the side of the scuttle.

I stood trembling. My breast heaved and sank as though I had run a mile from a mad bull. I could not conceive why I had been snared. Was this schooner a pirate? Was her captain acting with some design upon a ship of the fleet? But the "Sirius" was at hand, an armed man-of-war; this Yankee might know that, if supposing him to be a pirate, he did not imagine that the freight of some of the ships were a beggarly account of slops and supplies almost expended, and of others—convicts, male and female, no very marketable commodity even in a land of slaves.

Presently I felt the vessel heeling over and rolling to the windward on the heave of the swell with a steadiness that showed she was sailing. This perception drove me crazy, and again I rushed to the door and tugged with a maniac's strength, but again fell back panting, utterly at a loss, dismayed, confounded, filled with consternation to a degree I cannot express. What would Captain Sever think? That I had abandoned my colours for the American flag? Had they seduced me into this ship to murder me? Determined that my life should not be sold for a song, I looked about me for a weapon, and mercifully tumbled the contents of the captain's lockers and drawers, but found nothing for my purpose except a pair of razors which would not be so helpful in an onslaught as the knife in my pocket.

I looked through the open scuttle, but saw nothing but blue water and sky of a deeper

blue. The flakes of foam, as they fell into the troughs from the curling ridges, swept past; we were sailing merrily; I should say our speed was not less than seven knots, whilst the utmost capacity of any ship of the fleet in that breeze would not have gone beyond four and a half.

Whilst I stared through the port-hole or scuttle I heard the sullen shock of a gun in the wind, a minute after another, and then another. No doubt 'twas the "Sirius" taking alarm and firing for the American to leave to it. It was the merest waste of gunpowder. The schooner stood on, leaning upon her shapely bilge, and through the orifices I could catch the rapid noise of waters broken by the swift stem, and discharged in froth against the weather side.

The time wore slowly away. The gloom of the east gradually overspread the sea. I never supposed for a moment that the "Lady Penryn" would attempt to give chase. Captain Sever would witness at once the folly of such an undertaking, and there was no other ship in the fleet with heads proper for the pursuit of a swift, three-masted, beautifully-moulded schooner, whose spread of sail was immense, and who, with fore and aft canvas, could manoeuvre with a despatch impossible in square-rigged ships, and who, moreover, could sail so close to the wind as in a very short time to sink the foremost of the pursuers hulled down on her lee-quarter.

I felt like a caged rat. At last when the circle of the port-hole was a dim disk of dull orange from the reflection in the sky of the sunset, the key was turned outside, the door was opened, and there entered the little fat American captain. I started to my feet and shouted in words which broke scattering from my lips in wrath.

"What is the meaning of this usage? Is this your return for the humanity of my captain?"

"Softly," says the little man. "Step into the cabin, and I will explain."

A lamp was hung up and its light flung a fair illumination round about. The captain pulled off his round, broad-brimmed hat, and disclosed a black head of hair parted down the middle, so liberally oiled that it gleamed in the lantern's light like a crow's wing.

"I can assure you, sir," says he blandly and mockingly, "that this trick, which I have been forced to play, goes against my nature. I am a man of honour and would do unto my neighbours as I would they should do unto me."

When I am at home I am a deacon and much respected."

I burst in upon this oily jargon by crying, "Yes, sir, but here you are sailing away with me! Where is my boat? Where are my men?"

"Do you know that the fleet you have stolen me from is an expedition despatched by King George of Great Britain to found a British settlement in New Holland? And in His Majesty's name I demand my release and return to my ship."

I hoped by swagger of manner and pomp of expression to excite his fears, for we were not then at war with his nation, though the two countries had scarce yet wiped their bloodstained swords. His seizing me in this fashion was no act of piracy, and war has been proclaimed on lighter grounds. He said coolly and speaking in a slow, exasperating, greasy voice:

"I have a great respect for your King and hope his expedition will redound to his credit and glory. Things are not so bad as they seem. Let me give you another glass of the wine you like."

"Where are my men?" I cried. "Where is my boat? I beg you to return me to my ship at once. You can easily overtake me. I will offer an explanation that shall free you from all consequences."

"Your men are safe," answered the American captain. "I want men, and having got you and them I must keep you and them. See here, sir, I have four sailors to work this ship with. My mate is dead of fever. Three men I lost overboard in a gale, and two men were took ill and died."

"What's this to me?" I burst out. "Put me aboard my ship."

"I reckoned when I saw your squadron," says he, going on as coolly as though he were discussing the weather, or relating a small experience of his voyage, "that your captain were not likely to give me men to help me. Men I must have, and you'll forgive me for saying things are not so bad as they seem."

I bit my lip and eyed him in silence. How could I reason with a man who was a fiend and a traitor to the holy cause of humanity on the high seas?

"I want somebody to help me to navigate this little schooner," he continued. "You have left your clothes behind you, but there are plenty aboard here, and I will take care to handsonly reward you for your services when our cruise is up and Boston is reached. Isn't the life of a sailor the life of chance? Suppose you had fallen overboard and been picked up by me; how grateful you'd be to find yourself safe in this cabin! You've only got to imagine that you're here by accident, and that you're the hero of one of those adventures which befall every man who goes down to the sea in ships and sees the wonders of the Lord, to be reconciled to the change and feel comforted."

I held my peace, sank in deep thought. It was in Captain Sever's power; he had likewise kidnapped my four men. 'Twas certain he had no intention to release me. Indeed his was a case of necessity. I understood his need. It had governed him and was like to go on doing so.

"What's the name of your schooner?" says I in a sullen, forbidding manner, which I could neither hinder nor dissuade for I regarded inwardly to be kidnapped, partly by lack of prudence; for had I exerted the least judgment I should have declined to enter the cabin. But then, as I have said, I was young and inconsiderate, and I had also been urged by the thirst that was upon me to accept his offer of wine.

He answered that the schooner's name was the "Bedford."

"Where are you from?" said I.

"Young man," he answered, as though he would correct my imperious manner and soothe me too, "I am from Cape Town and am bound for the South Sea Islands, thence to Boston."

"The South Sea Islands?" I cried. "What are you going to do there?"

"Trade," says he.

"That'll occupy you months," I cried.

"Well, sir," said he, "fortunes aren't made in a day, but I must go and look after my ship, and I hope you will help me in that work. Depend upon it you shall not suffer in your pocket or your fortune through this adventure, and I do beg you to believe that things are not so bad as they seem."

Well, here I was! And whether to use the rogue's inveterate expression, "things were not so bad as they seemed," or whether they were worse, I reflected that my best and indeed my only course was to fall in with the man's views with as little sulkeness as I could manifest, and help him carry the ship to one of the South Sea Islands, where I might be able to leave her and make my way to Botany Bay. In any case it was necessary that I should make up my mind, and my resolution formed I went on deck.

The weather was dark, but the sky was clear and the stars plentiful; the wind was a brisk little breeze, cool and sweet, from the westward, and the small seas ran merrily, plashing in fire against the schooner's side and breaking back

again into the breeze with a hissing of serpents. Night was upon the waters, and the circle round was dark, and though, as you will suppose, my first look was for a ship when I stepped out of the hatch I saw nothing, not the least shadow of a sail within the whole circle from beam to beam.

"'Twas something strange to find myself under canvas that stretched fore and aft instead of athwart, and that was spread by booms and gaffs instead of by yards. The schooner was sailing swiftly. She leaned over and seemed to be racing, so fast and fierce was the white swirl of froth along the lee side. A figure stood at the tiller and another walked the weather side of the quarterdeck. I went up to this man. He was the captain."

"Pray, sir, what's your name?" says I.

"Salmon Hicks at your service," he answered.

"Where are my men, sir?"

"Drunk," he replied.

"You found them willing to get drunk?"

"I sent some run forward to keep their heads up with," he answered, "and they made themselves drunk with it. I've given you my name. What's yours?"

I told him.

"How do you spell it?"

"A very good name. You must belong to an ancient family to possess such a name as that. I reckon it is," I answered with warmth.

"Well, alongside of my name it sounds important," says he, "but I guess there's a relish about Salmon that makes it go down hot and sweet, and Hicks isn't bad. It might be worse. It might be fells."

"I suspect it often is," said I, wondering at this strange drift of his conversation and what he would say next.

"You'll eternally oblige me if you will take, say, the middle watch," said he. "I am almost dead with myself, and the physic I want is a property of the sailor's life."

As to your sleeping quarters, you shall have the mate's berth next to mine. Nothing could be more comfortable, and seafaring men expect but little here below."

"And get but little," says I.

"And get but little as you say," he repeated. "Young man, things are not so bad as they seem."

"I am quite willing to stand the middle watch," said I, "but I must tell you I know nothing of fore and aft seamanship."

"Tut!" cried he, "look how few sails we carry compared to what you did. You shall get the names of all in ten minutes, together with the gear which sets and hauls 'em in. Is there much of a chance, think you, of one of your men proving a bit of a cox?"

"I don't know," I answered shortly.

He shouted for one of the men forward to lay aft. The negro arrived.

"How are your new shipmates getting on, John?" says he.

"They are herry 'appy, sah," answered the black. "Day all suore like one man."

"Get below," says the captain, "and spread a cloth upon the table, and put the best food you can find in the larder upon it. This gentleman, who is now mate of the schooner, has not eaten since he dined, which was, as I reckon, pretty much six hours ago, and in six hours Nature will make the strongest man feel hollow."

The negro went down the companion steps, and the captain walked to the binnacle and called me.

"Do you remember your latitude and longitude at noon to-day?" says he.

"Yes," I answered, and gave the figures to him.

"How will this course do?" says he, looking at the card which lay trembling in a little disk of light under the glass of the binnacle.

"Aren't you heading straight for the land of Van Diemen?" says I. "A more northerly course will carry you to the Strait between the two countries."

"Nothing more to the north at present," says he. "Not whilst your fleet is standing to the north."

"What lands in the South Sea do you want?" said I.

"The first that comes that is inhabited where business is to be done," he answered.

"But since you are bound from Table Bay to the islands how is it you are so far down south?"

"We were blown here, and that's the long and short of it," says he in a rather dogged voice. "Here's Crow. He'll tell you it blew from the north-east and blew and blew, harder and harder, and we were so short-handed we could do nothing with the ship; until being blown down to about thirty degrees I made up my mind to fetch the islands by this route, and put my helm up, and that's why it is where all this way down south. Didn't it blow, Crow?"

"Blow," answered the man at the helm in a slow voice, swaying off at the end of the tiller to the lurch of the deck. "It was a wall of wind. You might as well have tried to sail through cliffs."

"I think I'll take your advice and let her go off," said the captain, after reflecting a little, during which he looked up at the sky and had round upon the sea. "There's no particular hurry. We'll clear the land of Tasman by a southerly course."

He sang out orders to the two men forward to ease off the sheets with his own hands slackening away the tackle which confined the great boom on the mainmast. The helm was then put up, and the schooner was headed about south-west, which I thought a very clumsy and unsavoury piece of navigation, seeing that he might have saved days of sailing by making for the clear waters of Bass's Strait, without the least risk of his falling in with the ships of our fleet.

But from beginning to end this adventure was to be the oddest that ever befell a man; soars of the characters in it the queerest and most unmeaning, inasmuch that in relating it I find a difficulty in satisfying myself that I put things in such a way as to convince you of their truth.

He called one of the men forward to come aft and keep a lookout, and asked me to follow him below. Here the lamp was burning bravely, and the negro had already set forth a supper of cold ham, biscuit, cold salt beef, preserves and other sea-delicacies.

"And now come to the table, Mr. La Touche, and let us all sit," says he.

He took the chair at the head of the table and I one of the lockers alongside. I could not but wonder at the rapidity with which Fato had worked out this traverse. He had kidnapped me and four others by the foulest, the cruelest stratagem that the basest imagination of a seaman could stoop to. Yet such were the obligations of the situation I found myself in, that in the next half hour I talked to this captain without heat, as the cheer I found upon the table, and felt the better for it, and for the draught of excellent wine he pressed upon me.

He brought a chart of this part of the world, but the surveys were so few and poor at that period, the continents and islands in those mighty waters so little known, that his chart was useful only by telling us that certain lands might be found in such and such parts, and that

certain shoals made the navigation dangerous in others.

When we had supped, he bade me turn in, and said he would rouse me out at midnight. I had no light but what flowed from the cabin. Pulling off my shoes and coat, and shutting the door, I got into the bunk, but was long in falling asleep. For it came into my head that as we were five men in this ship against five, why should not we rise and master them, and sail the schooner after the fleet to Botany Bay?

Asleep I fell at last, and slept maybe an hour, when I was aroused by Captain Hicks.

"Eight bells, Mr. La Touche, and a fine night and quiet wind the same as you left it. Are you awake?"

"While."

"Now then for four hours of peace, praise the Lord from whom all blessings flow," he says. "Two of your men refuse to work the schooner. The other two remain drunk. Will you reason with the two who have come to their senses?"

"No," says I bluntly, holding him mightily impudent to make such a request. "They were brought here without asking much as by your leave. I'm no longer an officer of theirs. It's for you to deal with 'em."

To this he made no reply, and stood watching me by the dim light of the lamp whilst I pulled on my coat and boots and made my way on deck. As I went up the hatch, he bawled out, "Keeper at south-east, Mr. La Touche."

"Ay, ay," I growled back, wishing him to the devil, for my mind was still muddled with sleep, and I was vastly perplexed with the position. I was in, for even as I mounted the companion steps I was thinking, with that miraculous clarity which is the mind's in its springs from idea to idea—Should I hold it a point of honour to serve this man because I have as good as passed my word to help him, or should it not rather be considered of high honour with me to recover my own liberty and the liberty of my four kidnapped sailors by seizing the schooner and sailing after the fleet?"

As I passed my head through the hatch I was saluted by a flash of lightning in the far south-west, which illuminated a huge block of mountain-shaped cloud lying seemingly motionless and invisible to the eye save when the lightning glanced. This side of it overhead the stars were abundant, the Southern Cross extraordinary bright and fine, and the Magellan clouds reposing in fair silver patches upon the velvet deeps. The wind was north-east, and the schooner sailed very quietly, both aloft and along her bands, over the long black heave of the sea.

Indistinct and hazy took me to the binnacle, and I looked at the card and then at the helmsman, whom I saw was no man of ours. He says very respectfully, letting go with his helm to knuckle his brow, a civility plain in the thickest east by the compass lamp:

"We three men and our nigger shipmate are hoping the sailors who've been brought aboard will give us a hand. It's hard work, and we've had hard weather, and two of us have been sick and would still be sick if we was a full company."

"Are they on deck?" says I.

"Two of 'em are forward there in the waist," says he. "The others who took more, and whose work isn't so strong, lies as fast as if they'd gone one and was sung in their narker bins."

I stopped a few paces forward and hailed the two figures who stood growing together in speech in the gangway. They approached slowly, with rather drunken motions.

"Who are you?" says I.

"John Andrews and Jack Martin," answered John in a sleepy, stupid way as though his face were a grin.

"Where are your mates?"

"They were forced to drink and they're sleeping off it," replied Jack.

"Forced to drink?" I cried, with temper and indignation.

"Ain't a sailor forced to drink when a bottle of rum's set before him?" said John.

Whereat the man at the helm laughed. No end could be served by my rating them. Indeed they were in a humour to be easily provoked into impudence. I was sensible that in these two men Captain Salmon Hicks had trepanned a brace of the most idle and worthless fellows in the ship; they both had been in my watch and I knew them.

"What do you mean to do?" says I, finding my eye taken at the moment by another strong glance of lightning in the south-west.

"Do?" answered John, in the note of a man who acknowledges no superior, "why we means to sit down and smoke our pipes and let the wind blow us along."

"Till we gets to port," said Jack, "and then it'll be a rummy lookout if the ole man don't make it a mess for me, first by payment of my wages aimed aboard the 'Lady Penryn'; second by stampin' up with the valley of my clothes worth pounds an' pounds; third by finkin' over in a solid line for steakin' of me. I knows the law and I'm agreeable to wait and be blowed to a port. Ole yes," says he with a hiccup, "quite agreeable."

"I'm agreeing to turn in," says John.

"Same ere," says Jack.

They reeled forward and disappeared, but where, into what accommodation, I did not know nor trouble to enquire. They were still muddled by drink, their tongues were sharpened for insolence, and I was glad to be rid of them. Their conduct and indeed their previous character convinced me that I should do well to let matters rest; for even suppose the four of them helped me to seize the schooner they were such trustless, worthless rogues that at any moment they might turn upon me, cut my throat and wreck the schooner to plunder her, or look about for other villains and turn pirates.

I was no longer surprised that Captain Salmon Hicks put confidence in me and trusted his schooner and even his life to my honour. He had marked how readily my men had fallen drunk, and he did not guess the conclusions I myself would arrive at from this degrading occurrence. As I walked the deck—a short walk for the ship at best was but a small schooner—I thought of the "Lady Penryn" and my clothes. With the exception of some money, all that I owned in the world was in that ship. But Captain Sever was well disposed towards me, and I might be sure that pitying me for the hardship of being kidnapped by a scoundrel Yankee he would take care that if ever I turned up again I would find my clothes, nautical instruments, books, and the like safe in the custody of the owners of the ship at home.

About half-past three the wind blowing north-east failed, the boom swung in the sails flattened and beat as in a calm. As I was without knowledge of the handling of a vessel rigged for fore and aft canvas, I went below and called the captain. He awoke with the alertness of a sailor who sleeps with his eyes shut but his ears open. I reported heavy weather at hand.

"All right, Mr. La Touche," says he. "I'll be with you in a minute."

When he arrived, before looking at the weather, or giving an order, he thanked me in a handsome manner for my vigilance, and said in his grumpy note that it made him happy to think I bore him no ill-will for his usage of me, and that I might depend upon it that things were not so bad as they seemed. He then studied the night after casting his eyes upon the compass, and sang out:

"Who is on deck?"

"It was so dark you could not see a man till he stood close to you."

"Jonah," sings out the negro.

"Roast out Harry and Jim," cried out the captain, "before it is on us."

These men turned up promptly, but the fine fellows of the "Lady Penryn" refused to budge, and the schooner foundered in a sudden tempest, two of them would have perished drunk and gone to their account.

We contrived among us to sing the schooner down to a reefed foresail and mainsail, and not too soon; for at four o'clock it was blowing hard from the westward; the schooner, that was headed south-east, was swept onwards with a velocity that was surprising and admirable to me who was used to sailors whose motions even before a gale of wind were as sluggish as a leech's.

She stormed through the swollen billows, whose mountain shapes were revealed by the light and splendours of their own bursting and falling peaks. She swept the water past her into the whiteness of milk, beautiful and awful with the fires of the sea; she drove her sharp and leaping bows into the brine and worried and leaped it as a dog inclines his head to grind a bone, and made nothing of the living, brilliant cloud of foam she would crush from the surge and toss over her forecastle, leaping from the glittering canvas and a spiralling and tumultuous trumpeting along the whole length of her, as though the fabric was sounding her, self to the charge and brain in her soul to the conflict by a concert as unimitating as a band of music.

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